ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

DEPARTMENT OF THE NAVY
UNITED STATES OF AMERICA

This magazine is intended for 10 readers. All should ... soon as possible. ... COPY ALONG

JANUARY 1965

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication appraved in accordance with Department af the Novy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessorily those af the Navy Department. Reference ta regulations, orders and directives is for infarmatian only and does nat by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau af Naval Personnel Manual, the Bureau directs that appropriate steps be taken ta insure that all hands hove quick and convenient access to this magazine, and indicates that distribution should be effected an the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional capies as necessory to comply with the basic directives. This magazine is intended for all hands and cammanding officers should take necessary steps to make it available accardingly.

The Bureau should be kept infarmed of changes in the number af copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Narmally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to subactivities the Bureau should be informed.

Distribution ta Marine Corps personnel is effected by the Cammandant U.S. Marine Carps. Requests fram Marine Activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent af Documents, U.S. Gavernment Printing Office, Washingtan, D.C. 20402. The rate for ALL HANDS is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made ta the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JANUARY 1965 Nav-Pers-O NUMBER 576

TABLE OF CONTENTS

• **FRONT COVER:** FROM THE BEGINNING—In 1965 the U.S. Navy will enter its 190th year of service. Although serving basically the same mission as when established by legislative action of October 13, 1775, it bears little resemblance to our first fleet. This year, as usual, ALL HANDS will point out the latest development in today's Navy and give a glimpse at the future sea service.

• **AT LEFT:** NEEDLE NOSED—Unusual photo shows submarine-hunting specialist *USS Edward McDonnell* nearing completion in a Louisiana shipyard. The escort ship, equipped with the most advanced ASW gear, is slated for commissioning this month at Charleston, S.C.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

Battling the Ladies of

Hurricanes are formidable enemies of Navy ships at sea. Their destructive force can equal or surpass that of major combat action. The best defense against them is to determine where they are and where they're going, then avoid them.

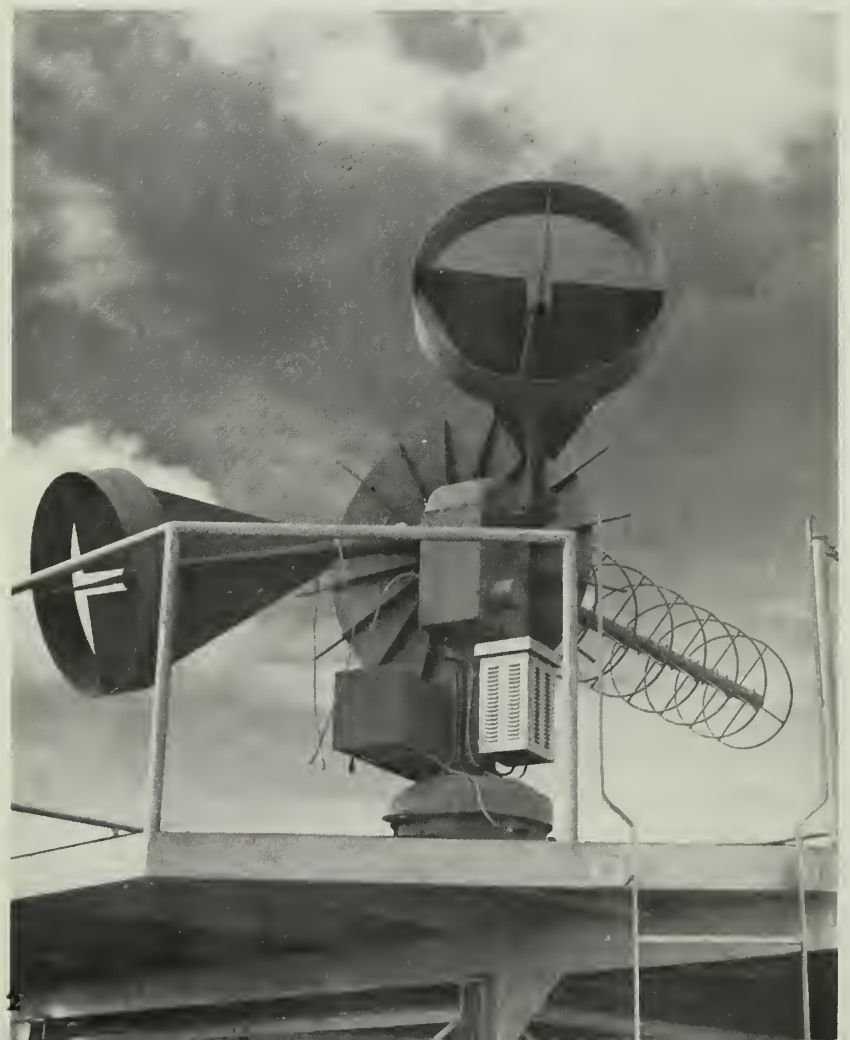
Detecting and tracking these Ladies of the Sea has been the principal job of Navy hurricane hunters for over two decades. It's a risky job, but it pays big dividends. Here's a report on hurricanes and Navy hurricane hunters.

TODAY'S NEWSPAPER records current events; last year's reflects history. Yet, in one respect, during one particular season, a one-, two-, five- or ten-year-old newspaper might tell the same headline story as a current one—a story of widespread, merciless devastation of homes and property, with damage running into millions of dollars; of hundreds of dead and thousands of injured, homeless and missing persons; of ruined crops, decimated herds of livestock, ripped up roads, crumbled bridges and sunken boats with no surviving crews.

All this could happen within a few rotations of the clock's hour hand, and although it resembles a report on war destruction and casualties, it's not. Every year this havoc is executed by a force more powerful than man can muster. This force cannot be regulated by reason or persuasion; it respects no national alliances or divisions; it is completely heartless and relentless when mobilized.

Such is the force of Nature when, in a rage, she unleashes tropical cyclones—hurricanes—during the May to December hurricane season in the North Atlantic.

SUPER SNOOPER—Satellite tracking antenna collects info at ComNavMar.



These tropical cyclones, as they are called by weather experts, are known by other names. In the China Sea they are *typhoons*. On the west coast of Mexico the storms are often referred to as *cordonazos*, while in the Philippines they are called *baguios*. In Australia they are known as *Willy-Willies*. But no matter what name is applied to the whirling mass of wind, it can mean death and destruction.

Hurricanes form over all tropical oceans except the South Atlantic. West Indian hurricanes, which affect the Gulf and Altantic coasts of the United States, for example, originate in two principal regions. One of these is the southeastern portion of the North Atlantic, near and south of the Cape Verde Islands; the other, the Caribbean Sea and the Gulf of Mexico.

A fully developed hurricane consists of a well-defined area, more or less circular in shape, throughout which the atmospheric pressure diminishes rapidly on all sides toward the center. Within this area, winds blow with great force although the center itself—the "eye", which is the point of lowest pressure—is a region seldom more than 10 or 20 miles in diameter in which calm or light winds prevail.

When hurricanes reach their full strength, winds of more than 150 miles per hour, and gusts as high as 186 mph, have been recorded. It has been estimated that velocities up to 250 mph have occurred. (It can only be estimated because any anemometer available has been carried away long before this force has been reached.)

In spite of the high speed of the winds which rotate about the center, the forward movement of a hurricane is usually less than 12 miles an hour, especially during its early stages. As it moves out of the tropical water in which it orginates, its forward speed usually increases.

The area of destructive winds varies considerably. The width may be as small as 25 miles, but has been known to extend as far as 500 miles.

Heavy rains and clouds are present and there may be thunder and lightning. In the northern hemisphere, the winds blow counterclock-

'he Sea

wise, in the southern, clockwise.

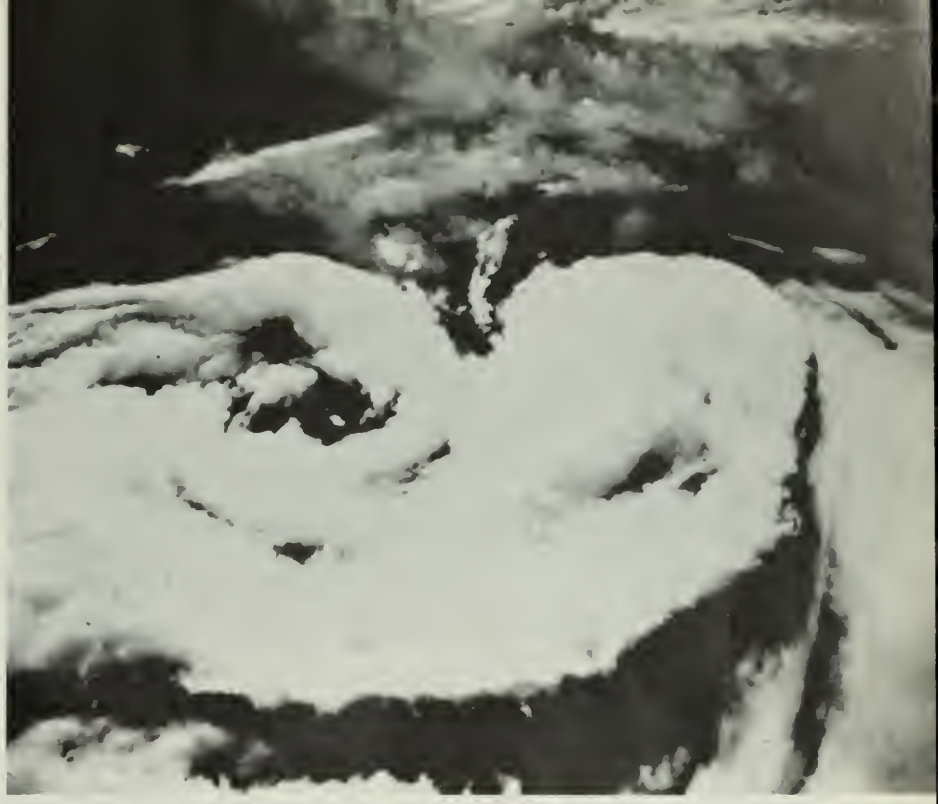
As a hurricane moves at a relatively slow pace, it would seem that a ship should have little difficulty in avoiding it. This is quite true, of course, if the navigator is warned in sufficient time to run out of its path. But the characteristics of hurricanes are as changeable and unpredictable as the women for whom they are named.

MUCH HISTORICAL data about hurricanes and tropical storms has been accumulated, dating back to 1492 when a Genoese sailor under Spanish commission made his great discovery of the New World. This historical data is important because only if we know the extremes of nature's past violence can we adequately prepare to cope with future onslaughts.

David M. Ludlum of the American Meteorological Society notes that, during the first voyage by Columbus, no hurricanes or severe storms were encountered in the West Indies, despite the fact that his three small vessels traversed this area of tropical storm activity during the most dangerous season. One can only guess, Ludlum states in his book *Early American Hurricanes, 1492-1870*, what the course of history might have been if, in the autumn of 1492, a full-blown tropical storm had dashed the frail craft of Columbus' fleet to the bottom of the sea, or flung them shipwrecked on some tiny cay.

Between 1887 and the present, nearly 600 tropical storms have been recorded in the Atlantic. More than half turned into full scale hurricanes such as the disastrous "Audrey," the first of the 1957 season. Audrey was born in the southern area of the Gulf of Mexico and moved almost due north to strike the coast of Louisiana with tremendous force. Many perished in the storm and property damage ran into millions.

Hurricane Flora, the worst of the 1963 season, left a wake of disaster-stricken area throughout the Caribbean. Property damage on Tobago was estimated near $30 million and 17 persons were killed. As Flora ripped her way northward she wrecked wharves, sea walls, roofs, roads and crops.



CLOUDY PHOTO—Hurricane hunter photo shows clouds in center of storm.

Losses in the Bahamas were estimated at $1.5 million. Some sections of Haiti endured over 50 inches of rainfall in less than 24 hours, which rendered about 100,000 people homeless and accounted for about 5000 dead and missing persons. Flash floods on Jamaica killed 11 persons and damaged nearly $12 million worth of property. The Dominican Republic suffered over 400 dead and property losses estimated at nearly $60 million. Some 200 to 250 work boats and small schooners were missing or presumed lost along the Haitian coast, each with a crew of three to five persons. Nearly 2000 lost their lives in Cuba and a crip-

ROUGH RIDING—Navy ship is rigged for heavy weather to ride out typhoon.

LADY CHASER—*Warning Star* of AEW Squadron Four heads for hurricane. *Rt:* It's a rough job flying plane into storm.

pling blow was dealt that island's agricultural enterprises which, as a result, may be affected for five to seven years.

SEVERAL OF THESE storms dominated the news again this past season, with Cleo and Dora the most notable. As is always true, there was no defense against their impending attack, save a good warning system. That's where the Navy enters the picture.

Since man cannot control these storms (although research into the area is being conducted—see box on *Project Stormfury*), he has devised methods of discovering and tracking them, so areas in the possible path of a hurricane can be forewarned.

Hannah Whips Up Quite a Storm on TV

As hurricanes go, Hannah was one of the most shapely bundles of energy that has faced any weather bureau in recorded history. She was discovered about 1500 miles west of the Cape Verde Islands by a weather satellite as it orbited the globe. Here's what happened:

Information on the Atlantic storm was first relayed to a monitor tracking station and passed on the wire to the National Hurricane Center in Miami, Fla. Meanwhile, at the Roosevelt Roads Naval Station in Puerto Rico, Airborne Early Warning Squadron Four, better known as the Hurricane Hunter squadron, was alerted. A giant, radar-equipped flying weather station took off on a reconnaissance mission, carrying a crew of 28.

After eight hours of flying, the Navy craft sighted the hurricane and flew directly into it, penetrating its eye so the weather specialists could learn more about the storm. Hannah identified herself as one of the fiercest hurricanes ever encountered by these Navy hurricane hunters. She was 350 miles in diameter and had 90 times the energy of a 50-megaton hydrogen bomb.

Hannah's violent temper kept the crew tense and bounced the 72-ton aircraft around like a toy. As the plane plowed through the storm, the number four engine began to sputter, then stopped.

Back at Roosevelt Roads, preparations were made for any eventuality. The families of the crew and members of the squadron were not only concerned for their own safety as Hannah approached, but also became anxious about the fate of the plane somewhere out in the storm, and unreported for several hours. Shortly after, it returned safely to Roosevelt Roads — and another hurricane hunt had ended.

This real-life episode was depicted on television earlier this year, giving an insight into the sometimes tedious, often dangerous, and always important work of hurricane reconnaissance. It remains one of the most challenging jobs in the Navy today.

The Navy has been in the hurricane reconnaissance business since 1943, when the Miami Joint Hurricane Central, which later became the Joint Hurricane Warning Service and is presently known as the National Hurricane Center, was established in Miami, Fla. The Center employs the combined facilities of the Navy, Air Force and Weather Bureau to provide advisories and warnings of hurricanes and tropical storms in the Atlantic. Also, there is the Joint Typhoon Warning Center at Guam, which provides the same services for the Pacific.

THE NAVY'S contribution includes the Fleet Weather Facility and Airborne Early Warning Squadron Four at Jacksonville, Fla., and Fleet Weather Central and early warning Squadron One on Guam, supplemented by the weather reports of its ships at sea.

These two warning services gather information through communication networks from island stations, ships at sea, commercial aircraft, military reconnaissance units and weather satellites. Navy, Air Force, and Weather Bureau meteorologists produce a coordinated warning of the development of tropical storms, their intensity and movement.

Before this service was established, for every $10 million property damage caused by hurricanes in the U. S., about 400 people lost their lives. Today, that figure has been reduced to about two to four lives for the same amount of damage.

As soon as there are definite indi-

HURRI patrol may fly for 18 hours.

cations that a hurricane may be forming, it is given a name and the Weather Bureau begins issuing advisories. Should the hurricane approach the coast, a watch is announced for vulnerable areas, indicating that those in the area should listen for future advisories.

Girls' names have been used by the Weather Bureau to identify tropical cyclones in the Atlantic, Caribbean and Gulf of Mexico since 1953. These names are picked because they are short, clearly pronounced, quickly recognized and easily remembered—necessary requirements, because a single hurricane can cause millions of additional telephone calls, thousands of additional news bulletins over radio and television, numerous newspaper stories and countless telegrams, written messages, warnings and oral instructions among the millions of people who may be affected.

RESPONSIBLE for tracking the storm and obtaining warning information about the forces contained in it are "hurricane hunter" aircraft. Navy flight crews assigned to this task take their four-engined WC-121N or EC-121 weather-configured *Super Constellations* into the storm itself.

These planes make daily reconnaissance flights, searching for tropical storms still in their early hours of life. The hurricane hunters know the moment a storm reaches hurricane proportions, and keep military and civilian meteorological services advised as to the storm's force and direction of its movement.

HIGH POINT—Navymen track satellite at Joint Typhoon Warning Center, Guam.

Single-place jet photo planes fly into the storms taking high-altitude photographs. The *Super Connie*, loaded with sensitive and sophisticated electronic gear, make low altitude flights into the eye of the storm to track its position, or skirt the edges keeping track of the hurricane by radar.

A flight may begin in sunny Flori-

These Gals Also Kept Navymen Busy

In the Atlantic this hurricane season the ladies who came in contact with our coasts brought excitement and trouble to many Navymen. Some of the reported experiences follow:

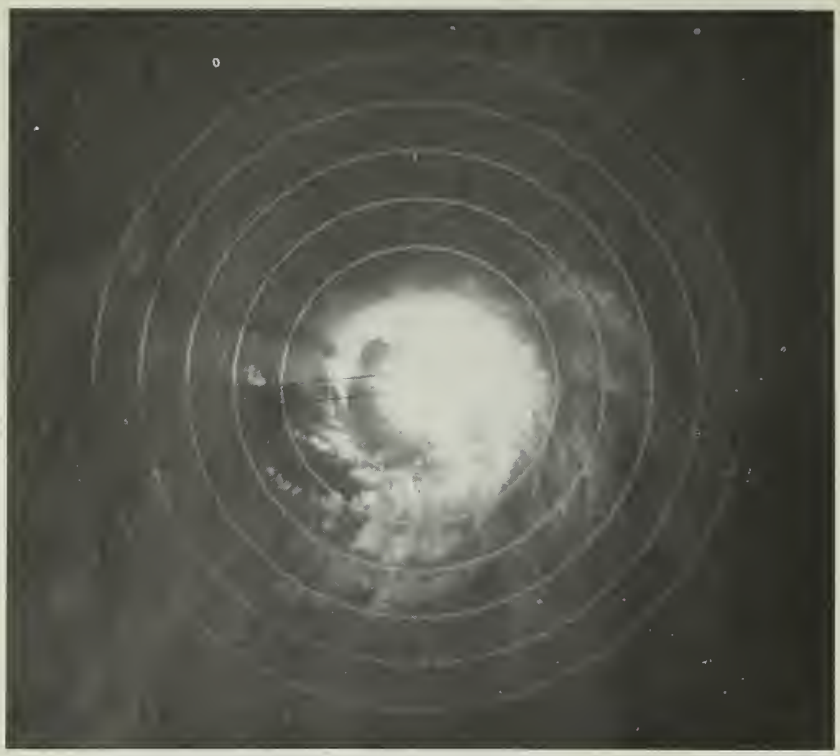
Cleo—On a routine reconnaissance flight one of VW-4's hurricane hunters almost met its match. The aircraft met 120-mph winds as it was departing the hurricane's eye after collecting meteorological data, and dropped to less than 300 feet from an altitude of more than 1000 feet.

In the turbulence the plane lost both wing tanks and the use of one of its four engines; the starboard wing panel was torn; the port external life raft and raft compartment door blew off; the top antenna was lost; the lower port radome was wrinkled and folded; the hydraulic filler access door was blown open; and the fuselage near the tail was wrinkled.

The aircraft limped approximately 130 miles home and made a ground controlled approach landing.

Cleo's rampage turned NAS Memphis, Tenn., into a refuge for Navy aircraft from as far away as Key West. There were also planes gathered there from Jacksonville, Glynco and Norfolk.

Dora—Coming hard on the trail of Cleo, Dora took a swipe at northern Florida. Mayport, usually well-populated with Navy ships, soon became practically deserted as ships put to sea to ride out the storm and lighter craft were moved to protected areas. Once again aircraft headed out of the storm's path, many of them putting into NAAS Meridian, Miss., until the lady departed.



NO PRETTY PICTURE—Tropical storm is a white circular mass as seen on radar scope. Diameter of this big blow measures approximately 100 miles.

da, but within hours the planes will be battling winds well over 100 knots and fighting wing-breaking turbulence. At high altitudes, lightning may riddle the plane with holes.

Entrance into the storm is made at a point where wind conditions will give the "smoothest" flight. The flight is at best a hazardous trip, during which extremely close coordination between the CIC officer, the flight meteorologist, and the pilot is necessary. Picking the run-in spot is touchy business, for it is the point at which the wind is the reciprocal of the storm's direction of movement. It can be passed up quickly and the plane carried into the severe quadrant of the storm.

The entrance is usually made in the left front quadrant of the storm. With the wind fairly broad on the port beam the drift will carry the aircraft through the weakest quadrant (left rear) into the eye of the hurricane.

A few minutes of rest here, observations, instrument readings and a cup of well-earned hot coffee, and the flight out begins.

On this type of flight the *Super Constellation* will have a crew of 25 officers and men, and may be up as long as 18 hours at a stretch.

A TYPICAL storm could develop far out in the Atlantic where a disturbance occurs in the prevailing

Project Stormfury Shows Progress in Curbing the T

Whether or not man will someday be able to control the weather is a question that surrounds current research and experimental work being performed by meteorologists, both in and out of the Navy.

Through years of effort, scientific means have been developed to help weathermen observe, analyze and forecast weather conditions. All sorts of electronic devices — some crammed in earth-orbiting satellites, some in aircraft and some in fixed and floating installations — enable meteorologists to answer the "whats," "wheres" and "whens" of weather phenomena.

With this accumulated data, scientists might eventually learn more about the most important question — *why* certain weather conditions originate. With this question answered, it might be possible to influence or possibly even control certain situations.

Such a capability could have a pronounced effect on our relationship with the weather—during hurricane season, for example. Some theorists think there might be ways to reduce the intensity of storm winds, steer them away from land, and possibly even dissipate storms when they're in the formative stage.

At present there is not sufficient evidence either to verify or disprove these theories. Experimental work of this nature necessarily moves at a slow pace, since "laboratory" conditions are not obtainable—no two storms are ever alike—and experimental work is difficult to schedule since, without additional knowledge of why a storm develops, it is not possible to determine just where or when one will form.

As a result, most efforts so far have involved experiments with mature hurricanes, to try to determine if the first step in this direction—reducing the intensity of a storm—is possible. Cloud-seeding experiments in connection with Project Stormfury have this aim.

This process involves seeding storm clouds with silver iodide to convert some of the super-cooled water in the clouds to ice. Silver iodide crystals are similar in structure to ice crystals. When injected into clouds, these crystals act as nuclei around which the moisture in the clouds gathers and freezes. In the process, some of the storm's potential or latent energy is triggered prematurely. This would, theoretically, result in a redistribution of the storm's energy and reduction of maximum wind velocities near the storm's center.

By redistributing the storm's energy more evenly, the force of its maximum winds would be reduced, but average wind speeds of the storm would probably remain unchanged.

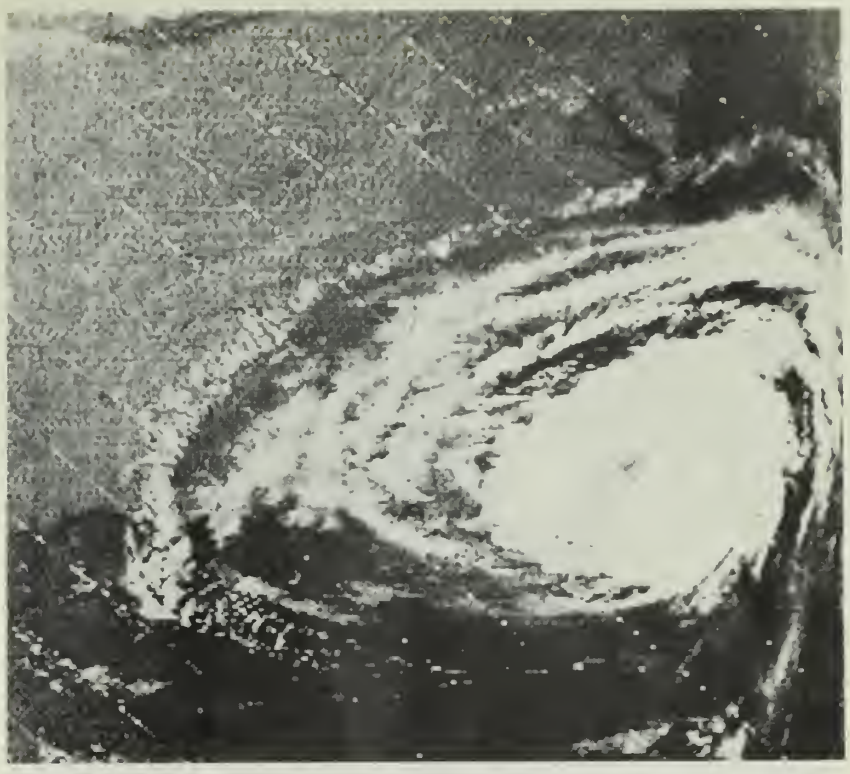
The Navy's cooperation in Project Stormfury, which is sponsored jointly by the Weather Bureau with financial support from the National Science Foundation, dates back to the project's inception in 1962. Cooperative Weather Bureau-Navy experiments were also conducted in 1961, before Project Stormfury was established.

On two occasions the directors

easterly wind current. One strand of the undulating wind system, blowing from east to west, tumbles from its course and begins to circle to the south. Soon it is joined in the counterclockwise rotation by other winds, causing the formation of a low pressure area.

A ship passing across this area would notice an unsteady and possibly falling barometer, and, when the barometer reaches its lowest point, an increase in temperature. The sky might be cloudless, but in a growing storm the clouds would begin to mount, and more and more air would flow into the center of the system and rise through the eye of the storm to the top of the disturbance, then flow out in all directions.

By the time this typical storm becomes an adult (life expectancy about nine days) it will cover a circular or oval area possibly 300 to 500 miles in diameter. The winds near the eye will climb to more than 100 knots and slack off at the outer edges to about 40 knots. The entire cell will move northwest toward the coast at a speed of about 10 knots.



SURE SHOT—Photo of hurricane was taken at night with infrared camera. Width of storm (solid white oval) is 500 miles. Gulf of Mexico is at lower left and North Atlantic and Chesapeake Bay are at upper right of satellite photo.

ON A SHIP somewhere in the storm's path things will be normal, with an average amount of wind and sea action, but the skipper is informed of the storm's movements through advisories issued every six hours by the Jacksonville Fleet Weather Facility to give the position, force and anticipated movement of the hurricane. After the storm path has developed the captain takes the necessary action to insure the safety of his ship.

During this period a .10-inch drop of barometric pressure in a three-hour period might be noticed. Cirrus clouds (very light and delicate, at high altitudes) are replaced by heavier types at lower levels. Soon a bank of dark gray clouds appears on the horizon, and the wind becomes gusty. Facing the center of the storm the wind will strike to port.

An unsteady barometer, consistently falling, is logged on the bridge and the deck force is rigging for heavy running as the clouds become darker and cover the entire sky. The ship rolls and pitches as a heavy cross sea develops and rain and wind increase as the storm continues to draw nearer.

All of these signs are noted by the skipper of the ship and, even if he does not receive the weather warnings, he has an approximate idea of where the storm center is by applying the law of Buys-Ballott. (In 1850 Buys-Ballott, a Dutch physicist, observed that with his back to the wind the low pressure center of the storm was to the left and the higher pressure to the right.) Actually the center may lie as far as 30 to 40 degrees ahead of the left.

LATEST WORD—Weather chart received aboard *USS Maury* (AGS 16) from Fleet Weather Facility, Sangley Pt., in the Philippines shows location of typhoon.

ropical Ladies

have concluded that conditions were favorable for seeding experiments — once in September 1961 with Hurricane Esther, and again in August 1963 with Hurricane Beulah.

Silver iodide generators, developed by the Naval Ordnance Test Station, China Lake, Calif., were dropped in a predetermined zone within the hurricanes by Navy planes. Other aircraft collected electronic and photographic data before, during and after the seeding operations.

After each seeding there were "interesting changes" along the lines predicted by the theorists. Although the results to date do not represent any major breakthroughs, these first phases of the experiment are considered encouraging enough to warrant continuance of the project.

If the desired results are someday obtained, Project Stormfury may become one of the most notable weather-thwarting achievements since Noah and his ark.

BLOW BY BLOW—Aerographers of *USS Maury* (AGS 16) record typhoon data.

BY THIS TIME the waves are climbing toward 50 feet and the winds are blowing at hurricane force (more than 64 knots). From observations the skipper learns that he is steaming along the track of the storm. To the left of the storm's path is the navigable semicircle and to the right is the dangerous semicircle where the wind and the sea will force him constantly toward the center of the storm. The winds are higher in this segment of the hurricane, for they have the added force of the storm's forward motion, possibly as high as 30 knots.

With plenty of sea room available the captain changes course and starts running. The winds slowly shift ahead and the ship is headed into the navigable semicircle, making her escape from the storm center.

If the skipper's observations convince him he is in the dangerous semicircle he will try to put the wind on the starboard bow and make as much headway as possible or, if he is in the confused seas near the eye of the storm, he may elect to heave to. Passive resistance—allowing the vessel to lie dead in the water—has been proven an effective method, under certain conditions, for riding out a storm. But advance warning of a storm's path is still the greatest aid a skipper can have when trying to safeguard ship and crew.

Weather reconnaissance satellites are now aiding our hurricane hunter aircraft to discover and track storms. The dividends from this effort can be expressed in the number of lives saved when people in the path of a hurricane have enough warning to prepare for the strike, clear out of areas likely to be flooded, and obtain adequate shelter before the storm approaches.

Aboard ship—thanks to modern warning systems—a commanding officer is not in the dark about a storm's location and movements, and need not go sailing blindly into a situation that could be as dangerous as a combat action.

—Bill Howard, JO1, USN

What to Do If You're Ashore Before Hurricane Strikes

The accompanying article explains some measures a ship's skipper might resort to during a hurricane to protect his ship and crew. The problems posed by a hurricane approaching land masses are more complex. Here are a few pointers, published by the Texas Safety Association, that will be useful to you as an individual when a hurricane approaches land:

- Get away from low-lying beaches or other locations which may be swept by high tides or storm waves. If passage to high ground is over a road likely to be under water, leave early. Don't run the risk of being marooned.
- Board up windows or put storm shutters in place. Use good lumber and fasten securely. Have strong bracing for outside doors.
- Get in extra food, especially items which can be eaten without cooking. Electric power may be off and you may be without refrigeration.
- Sterilize the bathtub, jugs, bottles, and cooking utensils, and fill them with drinking water, since city water service may be interrupted.
- Have flashlights or other emergency lights in working condition and keep them handy.
- Fill your car tank with gasoline. If electric power is off, filling stations may not be able to operate pumps for several days.
- Store or tie down all things outside which might blow away. Garbage cans, garden tools, porch furniture and other objects may become destructive weapons in hurricane winds.
- Be sure that a window or door can be opened on the lee side of the house.
- If the eye of the storm passes directly over, there will be a lull in the wind lasting a few minutes to half an hour. Stay in a safe place, make emergency repairs quickly, but remember the wind will return suddenly from the opposite direction.
- Keep the radio or television on and listen for latest Weather Bureau alerts, warnings and advisories. If power fails, use your car radio. Take the advice of the experts; pay no attention to rumors; and keep calm.

BEACH PARTY—Seabees place pontoons along shore to form barrier. *Left:* Steelworker cut holes in top of pontoons.

Seabees Put Up Defenses to Restrain Gladys

Sixty-four had been a season for some very damaging ladies roaring in from the tropics to strike at the Florida coast and the naval bases located in their path.

The damage would have been considerably more at Naval Base, Mayport, Fla., if the Disaster Control Team of MCB Seven had not swooped down from their home in Davisville, R. I., to put up defenses against hurricane Gladys.

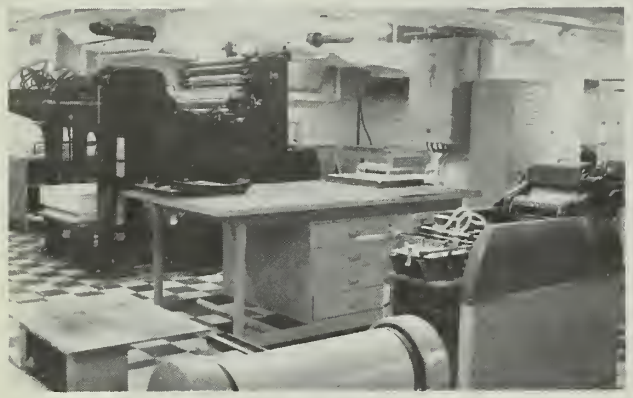
The Seabee team, leaving Davisville on only 24 hours' notice, was assisted by Navy welders and divers from USS *Yellowstone* (AD 27) and *Noa* (DD 841) in construction of temporary retaining walls to beaches, piers, and bulkheads damaged by hurricane Dora. Twenty-eight Seabees from Mayport's Public Works Department also helped in the emergency operation. Participants worked in 12-hour shifts in an all-out effort to build defenses against storms already churning in the Caribbean.

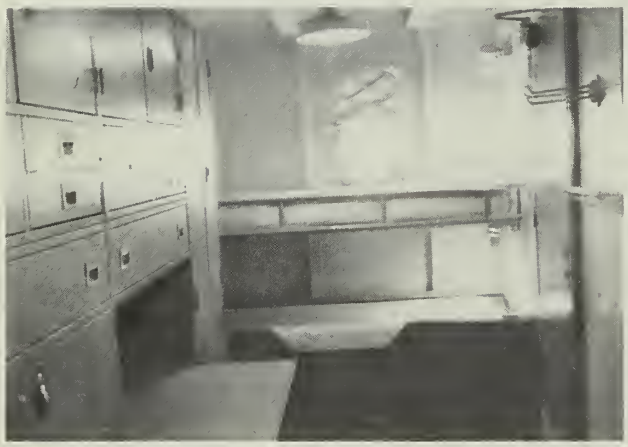
Five hundred and fifty steel pontoons were salvaged from the bay and the tops removed by steelworkers. The pontoons were filled with sand and placed on the beaches to form a 4300-foot temporary seawall. Concrete riprap was hauled 50 miles from the abandoned Cecil Field runways and placed in front of the pontoons as further protection against the pounding surf.

Erosion from Dora came within 12 feet of housing and 40 feet from the Enlisted Men's Club. Without immediate repairs to the beach, these buildings could have been easily swept away by the heavy surf and high tides caused by the winds of hurricane Gladys.

For their rapid response to the call and efficiency during operations at Mayport, MCB Seven's Disaster Control Team received a commendation from the Commandant, Sixth Naval District. The commendation reads: "Heartiest congratulations to MCB Seven Disaster Recovery Team for a job well done. Seabee ability to respond on very short notice and do an outstanding job again demonstrated on emergency beach repair project. . .Please convey my well-done and best wishes to every member of the team."

LOTS OF PULL—Cat skinner pulls pontoons from bay with dozer *(rt)* and crane lines up sea wall on eroded beach.





Mt. McKinley

INTO THE DRYDOCK she went; yardworkers immediately began to clear out all her spaces. They made an addition to her superstructure and cut large openings in her hull to install new equipment.

When all the work was done, the amphibious command ship *USS Mount McKinley* (AGC 7) had received a first-rate FRAM II overhaul. Here's what happened in the areas where changes were made.

With her communication spaces redesigned, *Mount McKinley* had new single side band transmitters and receivers installed. Her ultra high frequency facilities were enlarged. And she received some new antennas while her older ones were rearranged.

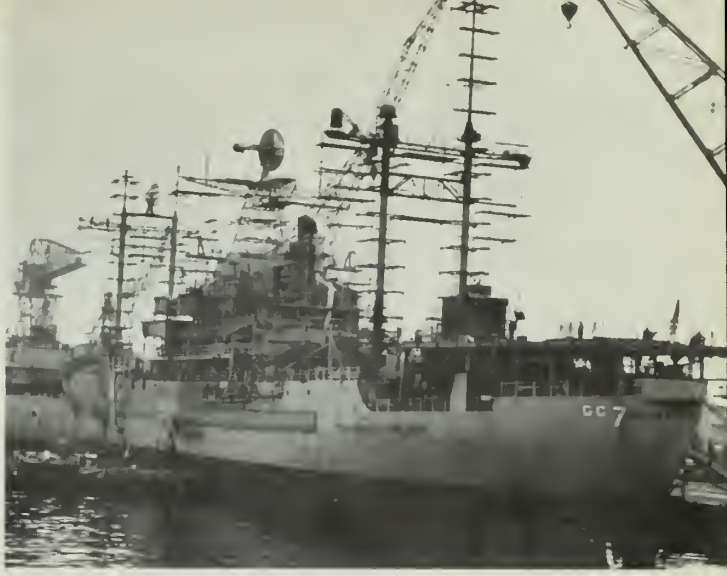
Her radar was improved by a new system that permits greater long-range and height-finding in air search and control. A new 28-inch radar repeater scope aids CIC personnel to evaluate the radar data.

It's rather warm for those working near electronic gear. But *Mount McKinley* has a new central air-contioning system that cools these spaces as well as the medical, berthing and messing spaces and offices. Two 300-kilowatt diesel generators supply additional power to run the air-conditioning plant and its blower units.

More than 700 combination bunk-lockers, which permit easier entry and allow more storage space, were installed in the crew's berthing spaces.

Printing and map reproduction spaces were rearranged. A large 23-by-35-inch offset press and its associated equipment was added. New drafting tables and enlarged working spaces brought cheer to the map reproduction section.

The Clothing and Small Stores has been modernized and converted to a walk-in, self-service operation. The Ship's Store now includes three activities: a small, self-service store for cigarettes, toiletries and other fast-



Has New Look

moving items; a large counter service for luxury items; and a fountain.

Fluorescent lighting has replaced incandescent in all areas where major alterations were made.

During her 19 years of service, *Mount McKinley's* pipe work had taken a beating, and much of it needed replacement. Each fire main valve was overhauled. Corrosion-resistant piping replaced almost all the original steel main system. The steam drain, sanitation and salt water systems also received attention.

New equipment modernized two other areas: the ship's barber shops and ship's laundry.

With the FRAM II overhaul, *Mount McKinley's* useful life has been extended approximately eight years.

Clockwise from Upper Left: (1) Radio shack, unclassified space. (2) One of the ship's air-conditioning-units. (3) *Mount McKinley* during overhaul at Norfolk Naval Shipyard. (4) New combination bunk and locker arrangement. (5) *USS Mount McKinley* (AGC 7) sports her new look. (6) Clothing and small stores self-service shop. (7) Self-service ship's store for fast-moving convenience items. (8) One of the officers' two-man staterooms. (9) Ship's print shop.

Historic

WORLD TRAVELERS—Nuclear Task Force One, *USS Enterprise, USS Long Beach,* and *USS Bainbridge,* cruise Mediterranean before Operation Sea Orbit.

WELCOME ABOARD—VIPs visit atomic TF. (l. to rt.) *Above:* RADM Strean and guests from Ivory Coast; from Sierra Leone. *Below:* from Australia, Morocco.

AT 1200 on 31 Jul 1964 the three ships of nuclear Task Force One passed the Strait of Gibraltar, chopped from Com6thFlt and turned south on the first leg of Operation Sea Orbit. On the flight deck of USS *Enterprise* (CVAN 65), flagship for Rear Admiral Bernard M. Strean, the ComCarDiv Two band played *Carry Me Back to Old Virginny.*

Before leaving the Med, USS *Long Beach* (CGN 9), *Bainbridge* (DLGN 25) and *Enterprise* had taken on provisions. They would not do so again until they reached the east coast of the United States.

Sea Orbit orders had come as no surprise to the 6000 men in the force. Mess deck scuttlebutt had hinted at the possibility since the ships had been commissioned, and the pros and cons of such a venture had been well discussed by the crew. When the orders finally arrived there were few "cons" left. "It should be a great experience," was the consensus, "something to tell the grandkids."

There were two official reasons for Sea Orbit. Number one, although operations such as Sea Orbit would, theoretically, be child's play for nuclear powered vessels, the Navy wanted to be sure no unforeseen complications would arise during a long cruise by such ships.

Reason number two was diplomatic. The cruise would give the citizens of many countries not normally visited by U. S. ships an opportunity to see the nuclear surface fleet in action.

THE MAINSTAY of the diplomatic mission was 17 underway sea power demonstrations scheduled for Sea Orbit. The first of these came the same day Task Force One left the Med, when officials from Rabat, Morocco, were flown aboard to inspect the ships and Carrier Air Wing Six.

At about the same time a young Navyman aboard *Long Beach* felt a twinge in his side. He waited for it to subside, but it didn't. He was about to discover just how self-sufficient his ship really was.

On the evening of 31 July Seaman Apprentice William Simmons, Jr. was admitted to sick bay and a *Long Beach* doctor diagnosed the problem: Appendicitis. The following night,

Show-the-Flag Cruise

while *Long Beach* Captain Frank H. Price Jr. held the ship steady through heavy seas, Lieutenant Cary G. Hodnett (MC) performed the appendectomy.

Task Force One proceeded toward the equator.

Early on the morning of 6 August, a long way from the Pentagon, the Jolly Roger was hoisted over the three ships and the traditional unpleasantries began. That morning there were 600 shellbacks in the force, but by nightfall there would be 6000.

Sea Orbit pollywogs outnumbered the shellbacks 10 to one, so conditions were ideal for a "mutiny." In the nuclear fleet, however, the pollywogs remained relatively acquiescent throughout the entire miserable ceremony.

Long Beach was the first of the three to cross the equator, and the other two soon followed. The crossing was made at latitude 00 and longitude 00—not a "first" by any means, but it seldom happens.

Shellback Day, always eventful, was even more so on *Enterprise*. During early morning initiation rites on the flight deck, the carrier's radar detected a bogie approaching the ship. The combat air patrol was scrambled. The roof was cleared of blackshoes posthaste and the airdales, many still dressed in their bizarre costumes, launched the aircraft. A few minutes later the two interceptors, a *Phantom II* and a *Crusader*, identified the intruder as friendly. After recovery operations, the ceremonies continued.

LAUNCH TIME—'Big E' launches jets in one of her demonstrations at sea.

LATER THAT DAY Captain F. H. Michaelis, *Enterprise* CO, announced the nuclear flattop had won the fiscal year 1964 "E" award for battle efficiency. Steward Third Class Oliver Bennet, who played King Neptune as the senior shellback aboard (he first crossed the line in '35), painted the hash mark under the carrier's 1963 "E."

By the 6th of August, the cruise barely begun, the group had already performed firepower demonstrations for officials of five countries. After the demonstration for the Morocco group, COD flights had brought aboard visitors from: Dakar, Senegal; Freetown, Sierra Leone; Monrovia; Liberia; and Abidjan, Ivory Coast.

The firepower demonstrations were standardized. After the visitors were flown aboard, shown about the ship and had talked to the skipper and task force commander, they were taken to vantage points high on the island. On a signal from primary flight control, the aircraft would be launched.

The display would begin with a photo flare salute to the guests, followed by sonic booms and a high speed formation flyover by the carrier's supersonic aircraft. The visitors would then watch a two-hour program of aerial maneuvers including rocket, bomb and strafing runs on surface targets near the ship. The program would end as the three ships steamed in close formation while all airborne aircraft conducted a close formation fly-by overhead. Occasionally, when time and conditions permitted, and with the concurrence of the countries concerned, the air group conducted low-level fly-overs of major cities along the route, giving them a glimpse of U. S. sea power.

MEANWHILE, the ships proceeded south and steamed around the Cape of Good Hope in fair weather. They were scheduled to proceed

ON ORBIT—Jet lands while *Long Beach* and *Bainbridge* maneuver into position. *Rt:* Australians visit Long Beach.

SKY HIGH—Navy planes attract the attention of youngsters at Perth, Australia.

north, steam between Madagascar and the continent and anchor at Karachi, West Pakistan for their first port call since departing the Med.

During the trip north the task force conducted sea power demonstrations for government officials of Nairobi, Kenya. Task Force One also crossed the equator again, but, due to a dearth of pollywogs, the second crossing was much quieter than the first.

On 20 August *Long Beach* and *Enterprise* anchored at Karachi and, despite rough water, the Navymen took liberty boats ashore. *Bainbridge* sailors were luckier, since the frigate was small enough to tie up at a Karachi pier.

During the following two days *Bainbridge* was visited by 462 guests. Included on the guest list was Pakistan's atomic energy project officer who, predictably, showed more than usual interest in the ship. After the Karachi visit the ships put to sea again, this time heading southeast toward Australia and liberty ports most Navymen would like to hit.

The task force split up in Australia. *Bainbridge* left the group to put into Fremantle on 31 August, *Long Beach* dropped out at Melbourne on 3 September and the following day *Enterprise* entered Sydney Harbor.

Before each visit the task force held demonstrations and *Enterprise* conducted flyovers of the city to be visited. For the Sydney air show *Enterprise* was escorted by an Australian cruiser.

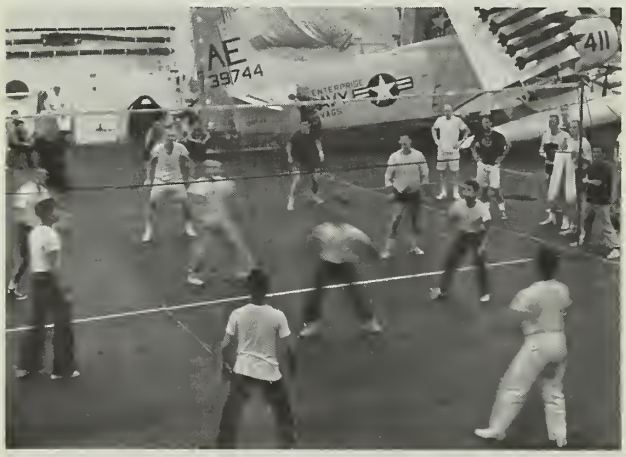
AUSTRALIA and the U. S. Navy have always been on the best of terms, particularly since the Battle of the Coral Sea, when the Japanese Fleet was turned back in its drive toward the down-under continent. The Navymen had every reason to expect a handsome welcome and—the natives were very friendly.

When pulling into Sydney, *Enterprise* was met at the breakwater by about 200 small boats. Cliffs overlooking the channel were packed with people who wanted a view of the world's largest warship. Crowds jammed the fleet landing, waiting to meet the *Enterprise* Navymen. The city streets were snarled in a traffic jam which one Sydney taxicab driver said was the worst he'd ever seen.

While 10,000 Australians toured *Enterprise*, *Enterprise* sailors visited Australia. Most of the men spent their time sightseeing, shopping, meeting people, snapping pictures. One enterprising *Enterprise* chief, however, had something more on his mind. He had a date with a kangaroo.

When Chief Aviation Ordnanceman B. A. Juel had heard his ship

TIME OUT—Nuclear sailors relax on off-duty hours with volleyball game. *Rt: Bainbridge* acts as plane guard for *'Big E'*.



would visit Australia, he had a brainstorm. He contacted zoo officials in Norfolk, Va., told them where he was going, and asked if maybe they wouldn't like him to bring back a kangaroo.

The zoo officials were enthusiastic. Now Juel turned his attention to finding a kangaroo—and ways and means of getting the animal past the JOOD on the after brow.

Enterprise's CO okayed passage for the kangaroo, but only if said marsupial had been in quarantine the required time, had a full inoculation card and was otherwise eligible to immigrate. Bearing the stipulations in mind Chief Juel wrote to Australia.

Shortly thereafter he was informed an Australian citizen would donate the kangaroo and would contribute enough food to last a month. When *Enterprise* dropped anchor in Sydney the animal was waiting.

While the carrier was visiting Sydney, *Long Beach* and *Bainbridge* upped anchor and got underway for ports in nearby New Zealand where, according to 2000 experts, liberty is every bit as good as in Australia. Later, the three ships rendezvoused off the coast of New Zealand, held a demonstration for local officials and turned east.

PARTY TIME—Port visit during Operation Sea Orbit included parties for children.

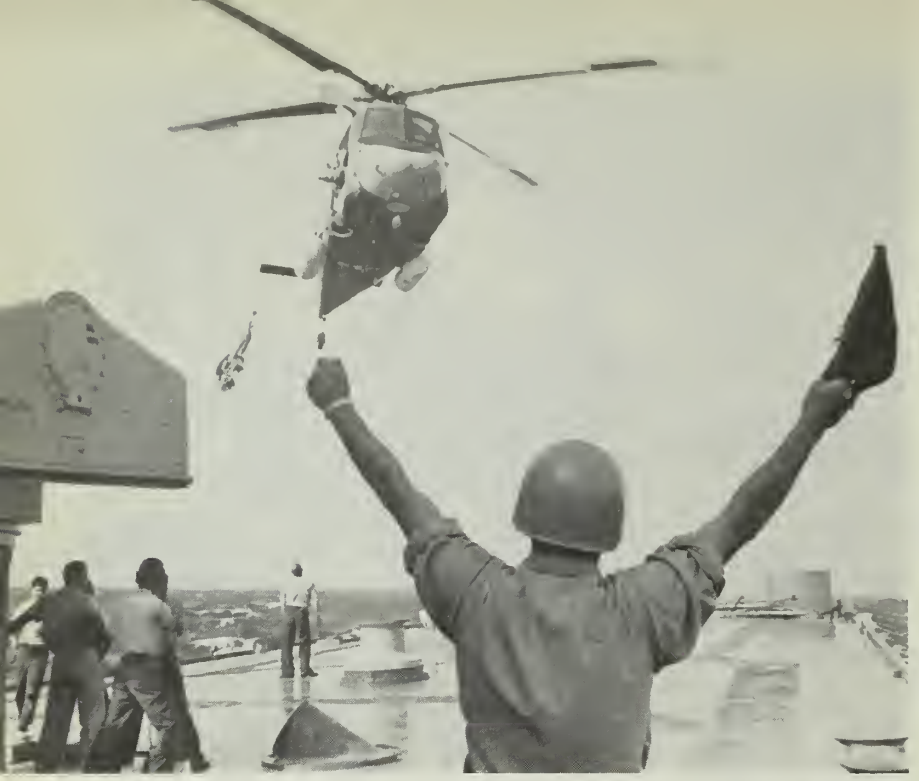
By now, with over half the trip behind them, it looked as though there would be no unforeseen problems inherent in operating for long periods in seldom-frequented ocean areas. Morale was holding up well, which was not surprising. Navymen responsible for morale services—laundrymen, doctors, cooks—had made extra efforts to perform even better than usual. Special sports and recreation events were scheduled on all ships and nightly movies, chosen from the cream of the crop by Sea Orbit planners, helped occupy the men during leisure hours.

On *Long Beach,* Navymen organized a combo and practiced nightly in the crew's lounge, invariably with a large audience. Bingo, contests and special ceremonies (crossing the equator, rounding the Horn, passing the international date line) were held on the slightest pretext.

All in all, the personnel picture looked bright—with one exception. That was Matilda, the baby female kangaroo which Chief Juel had brought aboard in Sydney. The day before crossing the international date line Navymen who had been standing around the kangaroo's cage (there was always a crowd present) summoned the ship's doctor. Matilda looked a mite peaked. As a matter of fact, Matilda looked downright terrible.

"Seasick," pronounced the doctor. It could happen to anyone.

Before the cruise Navy officials had shown more than a little interest in how well the group could handle the weather situation. Air operations are easily influenced by weather but, in normal operating areas, weather



SPECIAL DELIVERY—Helio lowers cargo to *Bainbridge* during rough weather.

reports are supplied by shore commands as well as task force ships. During Sea Orbit, however, the carrier would rely completely upon the meteorological staff aboard ship.

If there were any misgivings, they were unfounded. *Enterprise* had about 15 weathermen aboard, plus the most up-to-date equipment available. Data was collected by scout aircraft fitted with electronic sensors, by instruments carried aloft by balloon, and augmented by observations from the escort vessels. Predictions were always available and accurate—when *Enterprise* needed to launch aircraft in rough weather, the meteorological office could almost always point out a nearby area where it was calmer.

WHEN THE TASK FORCE, enroute to Cape Horn, dropped below the 50-degree parallel, however, there was not much the weather experts could do. The roaring forties have always been noted for rough weather, and during one 16-hour period the trio was swept by 50-knot winds and *Enterprise* reported salt spray on the bridge windshields, 125 feet above the water line. As they rounded the Horn 470 miles north of the Antarctic ice the ships encountered near-freezing weather, the coldest of the cruise.

Despite wind and waves, however, the three ships reached Cape Horn just eight days, nine hours and 52 minutes out of New Zealand. Their speed averaged more than 25 knots.

When the task group turned north, weather improved quickly. On 21 September the ships held sea power demonstrations for VIPs from Argentina and Uruguay. Two days later they performed again, this time for dignitaries from Sao Paulo, Brazil, and then pulled into Rio de Janeiro for their last port call.

Rio liberty, predictably, was fine liberty—but not all the Navymen spent their time eyeballing the sights. Parties were organized for over 180 children and many Task Force One Navymen donated their liberty time to goodwill community projects.

Immediately after the ships left Rio, the Vice President of Brazil was taken aboard for a sea power demonstration. On 27 September, dignitaries from Recife, Brazil were received, given the usual show, then flown ashore. That evening the ships headed home.

There was one last underway sea power demonstration, this time conducted off the eastern U. S. coast for the benefit of State Department officials and newsmen. On 3 Oct 1964 the ships entered their home ports for the first time since February. Bands played. Banners waved. Kids yelled. The piers were jammed.

The force had steamed over 30,000 miles without taking on provisions or fuel, and had returned home with enough supplies to last at least another month. But no one had them prove it. —Jon Franklin, JO1, USN

LAST STOP—*Enterprise* rests in harbor at Rio during last port visit of Sea Orbit before returning to the States.

PUBLIC LOOKS at early plane. *Rt:* Anderson and Reservists work on glider, and *(below)* pose with finished product.

Oldtime Air Reserve

THE PICTURES on this page, from the album of a former Naval Air Reservist, will give modern Navymen an idea of what it was like to be a week end warrior two or three decades ago.

John A. Anderson, of Lancaster, Calif., can truthfully say he has seen aviation grow up. He enlisted in the Naval Air Reserve in the 1920's at Long Beach Naval Air Station (now Long Beach Municipal Airport), and has aviation photos from as far back as 1916 (above).

While serving under the command of Captain Krup, USN, and with the assistance of Army Air Corps Captain Threader, Anderson and several other air Reservists, not having access to naval aircraft, formed a high school flying club. They built a powered glider, using a motorcycle engine for a powerplant.

Among other events during a tour of duty in the late 1920's and early 1930's, Anderson was detailed with several other men under a chief petty officer to refuel and guard the German airship *Graf Zeppelin* during its West Coast stopover at Long Beach, Calif. Reservists were also among those welcoming Charles Lindbergh on his visit to North Island Naval Air Station with the *Spirit of St. Louis.* —Kenneth D. Watson, RMC, USN

AVIATOR Charles Lindbergh and *Spirit of St. Louis* at North Island. *Rt: Graf Zeppelin* stopped at NAS Long Beach.

TIED UP—Inshore Undersea Warfare Division 5-3 makes Turks Head for connecting hydrophones while in Panama.

Harbor Defense Reserve

IF YOU FORM a proper Turk's Head, your hydrophone cable won't tear loose.

This is one of the tricks of the harbor defense trade which Naval Reservists put to good use during a training exercise early this year.

Naval Reserve units from the Canal Zone and Baltimore, Md., conducted harbor defense exercises off the Pacific entrance to the Panama Canal. Units taking part in the training exercise included Inshore Undersea Warfare Division 15-1, Balboa, C. Z., and Inshore Undersea Warfare Division 5-3, Baltimore. Inshore Undersea Warfare Surveillance (MIUWS) Unit 22, of Inshore Undersea Group II, stationed at Little Creek, Va., accompanied the two divisions in an instructor capacity.

HOME BASE—*USS Walworth County* (LST 1164) served as base of operations as the Reserve units prepared to drop hydrophones at the Panama Canal.

Trucks filled with electronics and communications equipment, monitoring devices, hydrophones and sonobuoys were brought to Panama for use by the Reservists.

On the first day of the two-week Active Duty for Training (ACDUTRA) period, most of the men embarked on board uss *Walworth County* (LST 1164), which served as the base of operations as the two divisions prepared to drop hydrophones at the mouth of the Panama Canal.

While those on board ship prepared hydrophones for operation, the remaining men departed NS Rodman on board an Army Landing Craft (Medium). The LCM crew laid insulated cable, starting at a point of land which jutted out into the Bay of Panama.

THE RESERVISTS laid approximately 10,000 feet of cable—reaching out to the site where *Walworth County* had dropped anchor. At the starting point of the cable, MIUWS

LOCAL COLOR—In addition to on-the-job training, Reservists had time to enjoy the tropics and tour the canal.

Unit 22 had set up a Harbor Entrance Control Post, from which the hydrophones and sonobuoys could be monitored. The heavy cable was attached to the monitoring equipment on shore.

As the LCM laid out cable, the men on board the LST went to work preparing hydrophones for their undersea operation.

When the cable-laying LCM pulled alongside the LST, the Reservists hauled the cable aboard and began a complicated splicing operation. In splicing the cable to the phones, each wire was separated from the main body of the cable for a length of approximately one foot, baring the electrical wire underneath. The separate wires were turned back over a special washer. Then they were secured by more wire and wrapped tightly around the cable.

This formed a Turk's Head that was inserted at the base of the hefty hydrophone to prevent the cable from tearing loose under strain. The hydrophones were then lowered into the water—ready for operation.

Hydrophones are part of underwater detection equipment known as passive sonar. Unlike sonar aboard ship, which bounces sound beams off underwater objects, the hydrophones merely pick up sounds which are relayed to monitoring devices ashore via the underwater cable.

Next phase of the exercise consisted largely of manning the Harbor Entrance Control post, under the supervision of the MIUWS Unit from Little Creek.

THE PANAMA CANAL has an average daily traffic of some 35 ships. The situation of the HECP at the Pacific entrance to the Canal afforded a prime opportunity for the Reservists to gain practice in the use of detection equipment and monitoring systems. Each man in the divisions, regardless of his primary job, trains with the detection equipment. In this way, a Reservist becomes familiar with at least two jobs within his division.

A Reservist manning the monitoring devices listens for the sound of engines as the unknown ship passes overhead. The operator signals that he has a contact. Word is passed to a signal tower that is part of the HECP, and visual identification is made. If no visual contact is made, and the results from the Inshore Undersea Warfare Division mobile radar unit are negative, it is assumed that there is a submarine in the area.

In time of war, patrol boats would be dispatched, and various instruments of underwater destruction would come into play.

All was not work for the Reservists, however. Over the week-end, they visited Summit Gardens, located almost on the Continental Divide. They rode the Panama Canal Railroad—which gave them a fast coast-to-coast trip. Some Reservists managed to get in some water skiing, while others visited Fort San Lorenzo, one of the earliest Spanish forts in the western hemisphere, built in the 1500s.

Later in the afternoon, the Baltimore Reservists took part in a pistol match with Reservists from the Canal Zone, MIUWS Unit 22, and members of COM 15's staff.

On their final day of tours, the Reserve units transited the Canal on board *Walworth County*, and were given a guided tour of the locks.

Then it was back to work, as the Inshore Undersea Warfare Divisions began packing for the trip home. They dismantled the Harbor Entrance Control Post and hauled in the underwater detection gear.

Preparations completed, bags packed, the Baltimore Reservists set out for the States. They had gotten lots of practical training in their billets. And they were wearing sunburns and smiles.

—Jack S. Fisher, JO3, USN

They Get Shot at Every Day — and

GETTING SHOT at on a day-to-day basis is routine for this group of Navymen flying out of NAS, Miramar. The group recently moved there from North Island.

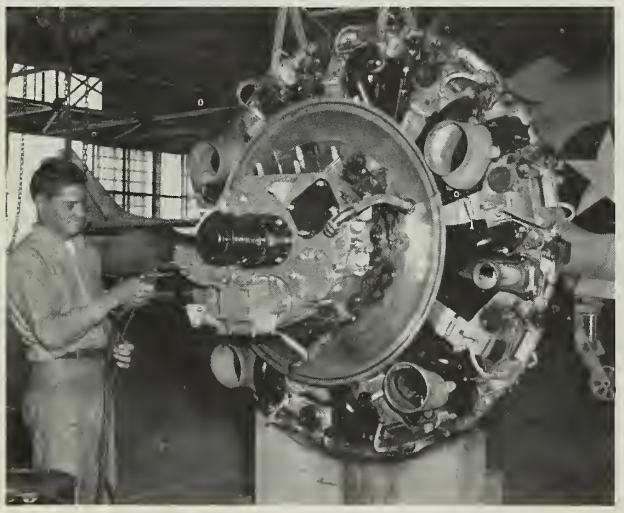
Furthermore, Utility Squadron Seven doesn't mind it a bit as it is all part of its mission, to provide utility services to Pacific Fleet units. Broken down, this amounts to towing six different types of targets for aerial gunnery practice; flying air intercept missions for the training of air controllers; airborne spotting of practice torpedo shots; simulated attacks on all types of Navy ships; and extensive aerial photographic work.

To perform this mission VU-7 is assigned a complement of five different types of aircraft and approximately 410 enlisted personnel and 52 officers, including 50 naval aviators.

It is mutually agreed among aviation maintenance men that when a maintenance department is called upon to support more than one type of aircraft it has a problem on its hands. UtRon Seven has five types, ranging from the 20-year old UB-26J *Invader* and aging RC-45J to the supersonic F-8 *Crusader*. Inherent with these planes are five different engines to maintain, including reciprocating and both centrifugal and axial flow jets.

Target towing takes up the greatest part of VU-7's flying time. The squadron tows targets for both surface-to-air and air-to-air gunnery as well as for missile firing. For surface-to-air gunnery the squadron's US-2C's and UB-26J's tow sleeves with over a mile of cable strung out behind the aircraft. Prime users of this service are First Fleet ships in training under Commander Fleet Training Group, San Diego. Other target towing duties are handled by F-8 *Crusaders* whose pilots are trained to tow missile targets and the conventional Navy air-to-air target banner.

Other services offered include daily flights for Fleet Anti-Air Warfare Training Center, Pacific, during which the F-8 and T-33 are controlled on practice air intercepts for the training of air controllers. The squadron also flies extensive

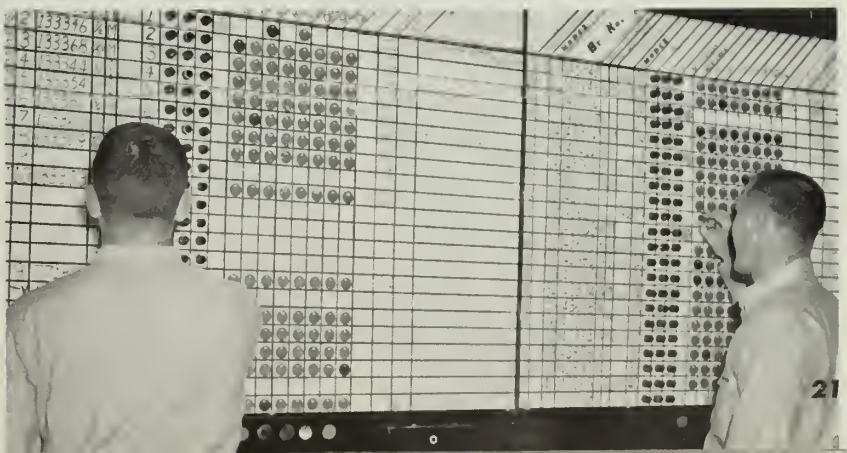


They Like It

photo missions in connection with its own photographic lab.

During a typical day, VU-7 provides services for as many as 16 ships of the Pacific Fleet. It keeps the squadron hopping.

Clockwise from Upper Left: (1) RC-45J makes a stable platform for squadron's photo missions. (2) A *Tracker* tows a target sleeve for ships of the Pacific Fleet. (3) *Crusader* prepares to reel out target for jet gunnery practice. (4) Maintenance men check an F-8. (5) Pilots of VU-7 swap air tales. (6) Progress board indicates availability of all squadron aircraft. (7) Ordnanceman mounts target. (8) and (9) Squadron's maintenance department works on its charges.



FAMILY STYLE—Patrol Squadron 17's commanding officer tries to figure out who's who among four sets of brothers.

IT'S ALL IN THE FAMILY

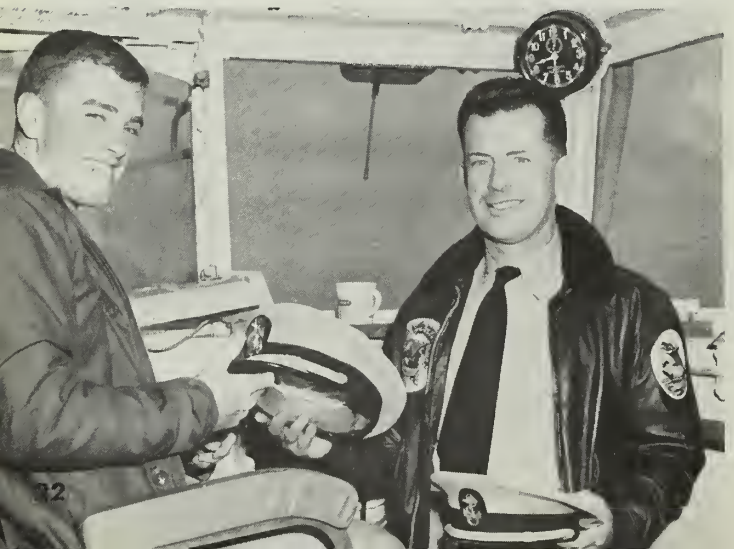
IN YOKOSUKA, Captain John K. Batchellor, Sr. (CEC), USN, found he could walk around his yard and tell how many places to set for dinner. To the north he could see the destroyer moorings. If uss *Mansfield* (DD 728) was in port, Lieutenant (jg) John K., Jr., would be home. Daughter Patricia, a Navy nurse, would come up the hill from the Naval Hospital to the south.

The Navy is full of such family combinations; brothers, sisters, father-son teams, husband-wife duos. Some of them serve together, some carry on a family Navy tradition.

The Bureau of Naval Personnel (*BuPers Manual*, Art. C-5207) says family combinations may serve together under certain conditions, and many families have taken advantage of this. Among the cases in point:

- Charles R. Starr, BT2, saw his son Ricky enlist aboard uss *Hammerburg* (DE 1015). After recruit training, the younger Starr requested, and got, duty with his father.
- Lester, Raymond and Larry Ward began serving together aboard uss *William M. Wood* (DDR 715) in December 1962, when Larry arrived from recruit training. Lester, the senior member of the trio both in age and rate, reported aboard *Wood* in 1961. He was joined by Raymond in January 1962.
- Identical twins John and Steven Forshaw, attached to the U.S. Naval Air Technical Training Unit, Pensacola, Fla., cause many a Navyman to do a double-take. Both joined the Navy in 1963 and want Navy careers as jet mechanics. Their stepfather was a career Navy commissaryman.
- Garrell Ivey, QMC, began another line of brothers aboard uss *Goodrich* (DDR 831) when he arrived in 1960. He was followed three

YORKTOWN SKIPPER and son exchange hats aboard carrier. *Rt:* Charles Starr squares away son for liberty call.



years later by brother Jesse, a GMSN. Last year a third brother, Patrick, reported aboard.

• John W. Whitley, AKC, and his twin brother, Benjamin, enlisted together in 1944 and served side by side for two years. During that time they earned promotions together up to second class petty officer.

John returned to civilian life after World War II, but later reenlisted and joined Benjamin for duty in Dallas. In May 1960 both were promoted to chief.

When Ben was transferred to the Fleet Reserve in 1964 at Los Alamitos, Calif., brother John came from his duty station in Texas for the ceremony. Then the team again split up, after nearly 20 years of dual service.

• Before his retirement, Chief Journalist William Barrymore was visited by his son, Stephen, who was en route to basic training at San Diego. Stephen came into the Navy through the Reserves in Oklahoma City. While they were together Chief Barrymore prophesied, "There will always be at least one Barrymore in the Navy."

• Midshipman Third Class James P. Lynch, Jr., flew aboard USS *Yorktown* (CVS 10) to pay his father a visit while home from the U.S. Naval Academy. The senior Lynch, a captain and then commanding officer of the ship, gives his son a Navy tradition to follow as both an aviator and submariner.

While aboard the carrier, Midshipman Lynch tried both his father's hat and chair, and tactfully decided it would be a few years before either would fit.

• Vincent P. Colaluca, TDC, has the rare opportunity to always win an argument with his wife, Betty—at least so far as the Navy is con-

RETIREMENT—John Whitley, AKC, attends brother Ben's transfer to Fleet Reserve. *Below:* LTJG Kenneth Batchellor, Jr., tells dad and sister about ship.

NO INDIANS—Colalucas serve together as Reservists. Both are TDCs. *Rt:* Ward brothers serve together aboard Wood.

MIRROR—Forshaw twins give mirror effect with picture frame. Sherlin triplets joined Waves in October 1964.

cerned. Mrs. Colaluca, also a TDC, is junior to her husband by seven years. Both are Reservists attached to NAS Willow Grove, Pa.

• Jean, Jane and Joan Sherlin, identical triplets, entered the Waves together in October 1964. The 19-year-old trio has turned many a head since enlistment day, from the recruiting office staff to personnel at NTC Bainbridge, Md., where they underwent recruit training.

• Another father-son combination is Donald J. Ferguson, MMCM, and his son, Robert, ENFA. Both serve in the same division aboard uss *Sabine* (AO 25). Robert joined his father aboard the oiler late in 1964.

The chief also has a son, Jay, SH3, serving aboard uss *McCloy* (DE 1038).

• Patrol Squadron 17, early in 1964, discovered four sets of brothers in its ranks when a sailor arrived and went through routine check-in procedure.

The check showed brothers Ronald J. Flynn, PR3, Richard F., AN, and Daniel S., AN, are all members of the squadron. Ronald, the oldest, was the last one to come into the service. The Flynns have one older brother who was in the Navy, and five younger brothers to follow them when the time comes.

Lorin L. Dixon, AN, and his brother, Larry D., AA, are also serving in the squadron. They, too, have a Navy family tradition, with an older brother in the Pacific.

The Paunas, Arnie R., ADR3, and Robert R., PRAN, are attached to Patron 17. Another Pauna, younger than these two, is also in the Navy.

The fourth set is comprised of two half-brothers, Ronald Hocbeck, AME2, and Gary Bowman, ATRAN.

When the four sets of brothers were asked about the advantages of living so close together, they agreed on one point—it cuts down on correspondence to the folks at home.

There are others, of course. Many a sailor can trace a Navy background to someone in his family—father, brother, cousin, etc.—who served in the Navy. And there were Matthew and Oliver Perry, and thousands of others.

One thing is certain. When one sailor calls to another by his last name, he shouldn't be too surprised if two—or more—answer him.

—Kelly Gilbert, J02, USN

HAIL & FAREWELL—Steven Barrymore came on active duty before dad retired. *Below:* Larry, Garry, and Harry Winter took recruit training at San Diego.

LETTERS TO THE EDITOR

Saigon Is a Busy Place

SIR: Having recently completed a tour with the Headquarters Support Activity, Saigon, I read your September 1964 issue with particuar interest. Commander Knipple's article about the Navy in South Vietnam was well written, but I was disappointed that he didn't mention that this covered only the supply aspect, which is but one department of the Headquarters Support Activity, Saigon.

Unmentioned were some of the following aspects of HSAS:

Administrative department: Conducts the administrative necessities of the command; provides personnel services for all naval officer and enlisted personnel in Vietnam; administers special services for Saigon and other sections of South Vietnam; coordinates the USO tours; operates four officer and four enlisted open messes, supplying food and drink for all American forces in Saigon (probably the largest open mess operation in the Navy); and operates a pool of Navy and locally employed translators for translations to and from English, French and Vietnamese.

Operations department: Coordinates with the other commands in Vietnam for the preparation of Op plans; promulgates Op plans for HSAS; coordinates with the MSTS liaison officer and operates the port control office for Saigon; and provides and schedules aircraft for all naval aviators in the area and coordinates airlift requirements within its capabilities.

Public works department: Supplies public works facilities including transportation services and vehicle maintenance, building maintenance and repair, engineering services and contract and leasing services for Saigon and other areas.

Dental department: Operates a dental clinic for all armed forces and American embassy personnel in the Saigon area.

Medical department: Operates a station hospital and outpatient clinic for all armed forces and American embassy personnel in the Saigon area.

Industrial relations department: Provides industrial relations services for U. S. and Vietnamese civil service employees of HSAS.

Provost marshal's department: Staffed almost entirely by U. S. Army MPs, with the exception, I believe of one Navy CPO, this department supplies MP and provost marshal services, including CID, for the Saigon area. That's right—an Army unit under a Navy CO.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

The HSAS chaplain will also be disappointed that church services available were not mentioned. He is conducting regular services and Sunday school in the HSAS compound.

Nor should we forget the commanding officer and executive officer, and their special assistants, who have the enormous task of commanding and coordinating this heterogeneous command.

So you can see that although the supply department is the largest, and does an outstanding job as indicated by your article, its work is not the only difficult assignment accomplished by the Headquarters Support Activity, Saigon.

Additionally, some of your information in the article following—entitled "Assignment: Vietnam," seems a little dated. The station hospital though still crowded and limited in its facilities, is quite a bit better than the once-used American dispensary.

Please do not take this letter as derogatory, as I know how difficult it is to keep up with the changing scene over here. I certainly enjoy your excellent magazine—A. F. Gordon, LCDR, USN.

Ensigns in the Army?

SIR: I know the rank of ensign is usually considered to be exclusively Navy but I understand it was once used by the Army. Is this true; if so, when was it used?—L. R. S., ENS, MSC, USN.

• *The Army used the rank of ensign and also that of cornet in its earliest days but both ranks were dropped by Act of Congress in 1799. They again returned to the organization table in 1800 and remained through 1814.*

In 1815, the ranks of ensign and cornet were permanently dropped from the Army table of organization in favor of the rank of second lieutenant.

The rank of ensign in the Navy was established on 16 Jul 1862.—ED.

• *We thank you for both your information and your sympathy. As you can well imagine, we are restricted by the amount of information we receive, when we can't make it to the scene ourselves, and though it may often be less complete than we wish, you know what they say about half a loaf. We are happy to publish your information to help round out the picture, and thank you for the personal effort you made to assist us in informing our readers about the Navy's activities in Vietnam.* —ED.

Modest Fellows, These Oilers

SIR: In the September 1964 issue Chief Storekeeper L. A. Moore called his ship, USS *Taluga* (AO 62), the queen of the oilers.

We of USS *Tolouana* (AO 64) are usually pretty modest about our ship, but there comes a time . . . Chief Moore said *Taluga* transferred 15,000,000 gallons of fuel during her recent WestPac cruise.

That's nice. *Tolouana* has also just returned from WestPac and we doubled *Taluga's* figure, transferring a total of more than 30,000,000 gallons. Furthermore, we have unofficial information that *Tolouana* has broken the underway replenishment record previously held by USS *Manatee* (AO 58).

While away from the States we spent 150 days underway (63 per cent of the deployment) and steamed 41,549 miles. We handled 233 underway replenishments. And there's more, but as I said before . . . we're modest.

So what do the other oilers have to say about *that?*—D. Urioste, SN, USN.

• *Thanks for the information, and we'll concede your figures sound—very sound. But we're sure the other oilers will think of something. They always do.*—ED.

Try Sitting Under An Apple Tree

SIR: Our deep sea diving club has occasionally encountered problems with new divers becoming seasick. If anyone can help it should be the Navy—so how about some advice?—H D., Ardmore, Pa.

• *Sorry. The Navy doesn't have a pat solution because seasickness is not a common problem (among divers). For one thing, most Navymen who become divers have had a year or two aboard ship before they begin training, so if they've had a bout with seasickness it's behind them. And for another, would-be divers are given a thorough physical*

MINESWEEPERS OF Mine Division 73 steam toward Seattle and the city's annual Sea Fair celebration. They led the nine-ship "Sea Fair Fleet" into harbor.

screening and, consequently, those particularly susceptible to seasickness would not be allowed to dive.

We did want to help, so we sent your letter to the Bureau of Medicine and Surgery. The doctors could see no reason why you couldn't use drugs such as bonamine; but it's impossible to make a diagnosis via mail, so they strongly suggest you see a local doctor.

Incidentally, new Navymen usually become seasick during their first few days aboard ship, but so far as we know they all recover. Eventually.—ED.

Back to the Geography Books for Us

SIR: I may be just another nitpicker, but if I'm wrong, geographers and geologists around the world certainly should know about it.

According to your reply to Ensign D. Y. in the September issue, Naval Air Station, Barber's Point, Hawaii is in CONUS. But this contradicts everything I've learned about the 50th state. (For instance, we're on the island of Oahu, which is more than 2000 miles west of CONUS.) Did someone sneak a huge land mass between Hawaii and the mainland while no one was looking? —R. H. F., PR1, USN.

• *As far as we know, Oahu is still unattached, geographically speaking, to CONUS, so you and all the other servicemen stationed in Hawaii must be right.*

With our faces an uncomfortable red, we'd like to offer a reason (not an excuse), poor as it may be. Every once in a while some little gem, like this one, manipulates itself by us while we're on the lookout for a bigger one. When that happens it certainly doesn't take long for us to hear about it.—ED.

Ingenuity Is Found at Sea, Too

SIR: In the July issue of ALL HANDS an interesting article caught our eye. It appears that USS *San Pablo* (AGS 30) was boasting of how she successfully changed the wire on her oceanographic winch. We of USS *Rehoboth* (AGS 50), *Pablo's* sister ship, consider this a routine operation.

In port, *Rehoboth* uses a rig similar to *Pablo's*. It consists of a reel stand, two snatch blocks and 250 pounds of lead coring weights. Tension for the process is provided by the ship's crane and a braking device on the reel stand. The wire is wound on the winch in the same manner as described in the article about *Pablo*, but this process is simple compared to the same problem at sea.

In October 1963, while on a survey operation, we lost a coring device and most of the wire on our winch. We had to suspend operations until we could respool a winch. Since it was some 1800 miles back to port, we decided to attempt a respooling at sea.

With the ship's depth finding equipment we found a region of deep water and a spare reel of wire was brought up from below decks. Basically, the same process for rewinding the wire in port was used at sea with the following exception: The reel stand was welded to the deck amidships with the bitter end of the wire pointing outboard. The wire was then fairleaded through a snatch block to the gypsy head of the winch, through the oceanographic station meter wheel, and back onto the main deck.

A 100-pound lead weight was attached to the bitter end of the wire and was lowered over the side. After paying out over 7500 meters of wire the winch was stopped and the wire was stopped off with three Chicago cable clamps. The remaining bitter end was attached to the winch drum and we started reeling.

The 100 pounds of lead plus the weight of the wire provided 1700 pounds of tension to the first few layers of wire, and proportional decreases in tension for succeeding layers. We finished the job in nine hours, or 54 man hours.

. . . not that we like to brag about our simply daily chores but, *Pablo*—what took you so long?—The Oceanogoofers, USS *Rehoboth* (AGS 50).

• *We wouldn't dare presume to answer for* San Pablo, *but we suspect they will remind you they don't make it a practice to lose their wire while at sea.*

On the other hand, were they to do so, we can't see any reason why they shouldn't follow your example. Nice thinking on the part of someone.—ED.

RESPOOLING of after oceanographic winch aboard *USS Rehoboth* (AGS 50) is helped by snatch block and 100 pounds of weight. Job took 54 man-hours.

SUPPLY ADVANCEMENT—Latest word in underway replenishment is seen in this photo of three new supply ships. Fast combat support ship *USS Sacramento* (AOE 1) *(center)* combines jobs of fleet oiler, ammunition and refrigerated stores ships into one. *USS Mars* (AFS 1) *(top)* and *USS Sylvania* (AFS 2) are first of combat stores ships class, combining the functions of aviation, general and refrigerated stores ships.

Cuban Medals

SIR: During the Cuban crisis I was deployed with the Second Marine Division as a naval gunfire officer. We were aboard USS *Francis Marion* (APA 249) from 15 Oct 1962 until 30 Oct 1962, then transferred to USS *Mt. McKinley* (APA 249) where we remained until about 30 Nov 1963.

I'm sure the Marine Division will qualify for a campaign medal, but what about me? As a naval officer attached to a Marine Corps unit will I wear a Navy Expeditionary Medal, a Marine Corps Expeditionary Medal, or an Armed Forces Expeditionary Medal?—E. H. ., LCDR, USN.

• *If the Second Marine Division is listed as eligible for the entire period from 15 October until the last of November, you'll receive both the Navy Expeditionary Medal and the Armed Forces Expeditionary Medal.*

Although the lists of commands have not yet been published, the qualifying dates during the Cuban crisis are firm. Navymen who were stationed at Guantanamo Naval Base (or on a ship operating from Gitmo) between the dates 3 Jan 1961 through 23 Oct 1962 are eligible for the Navy Expeditionary Medal. Those men who were there from 24 Oct 1962 to 1 Jun 1963 are eligible for the Armed Forces Expeditionary Medal. Since you served during both periods, you'll probably receive both medals.

It is irrelevant whether your service was with a Marine unit or a Navy one.

Navy personnel who performed eligible service will be issued the Navy Expeditionary Medal and/or the Armed Forces Expeditionary Medal. Marine Corps personnel who performed eligible service will be issued the Marine Corps Expeditionary Medal and/or the Armed Forces Expeditionary Medal. You should make your application to the Bureau of Naval Personnel.—ED.

Welcome Back to the Fold, Chief

SIR: I am a Navy recruiter and was recently approached by a former Navy Chief Electronics Technician who retired two years ago after 20 years of active service. Since his retirement, he has been teaching electronics at a technical junior college. He would, however, like to return to active duty in the Navy.

I have read in various Navy bulletins that the Navy is seeking men in critical rates to return to active duty. However, none of the publications I have seen outlined the procedure these men should follow.

How would the Chief go about it?—K. P. B., OMC, USN.

• *You're right about the Navy being anxious to have some retired Navymen return to the fold after they join the Fleet Reserve.*

At the moment, Fleet Reservists in the RM, ET, ST, FT and MT ratings are usually welcomed with open arms if they want to complete their 30 on active duty rather than in the Fleet Reserve.

To start the ball rolling, all they have to do is address their request to the Chief of Naval Personnel, Navy Department, Washington, D. C. 20370—ED.

Readjustment Pay

SIR: I was interested in your reply to YN2 D. W. F., USN, concerning readjustment pay in last September's issue (I was the tenth man).

I was involuntarily released from active duty on 30 Dec 1957 and received readjustment pay. But it was computed on the basis of *one-half* month's base pay multiplied by the number of years of active duty. I ended up with a total of seven months' base pay.

Then I noticed in your reply that the law had been changed. Now readjustment pay is computed on *two* months' base pay times the number of active duty years, but cannot exceed $15,000.

Is this law retroactive? If so, to what date?—C. E. C., HMC, USNR-R (TAR).

• *No. The law (Public Law 87-509, approved 28 Jun 1962) does not contain any provision for retroactive entitlement based on the new method of computation. This law applies only to members of Reserve components who are involuntarily released from active duty after 28 Jun 1962.*—ED.

DAY ON THE LINKS—Proper maintenance of ship's anchor chain is task before these men of Cruiser-Destroyer Force at Newport, Rhode Island.

OLD SALTS of steam sloop *USS Mohican (left)* wore their beards a bit longer than their modern counterparts in *USS Muliphen* (AKA 61), who cultivated their whiskers during 71 days at sea during a deployment.

Sara's Guns Stir Interest

SIR: I read with interest the short article on USS *Saratoga's* (CV 3) 8-inchers (July issue). I served in the Air Department of *Saratoga* from December 1935 until May 1940.

I believe you listed the incorrect date of their removal in your article.—E. O. Crosby, CDR, USN.

SIR: A few old-timers around BuWeps and the 14th Naval District headquarters at Pearl Harbor will recall the story of the 8-inch guns from the old USS *Saratoga* (CV 3) and *Lexington* (CV 2). When World War II came along they were almost finished—but not quite; the guns had a little-remembered second career.

Saratoga's 8-inchers were removed at the Puget Sound Navy Yard about the time the war began. *Lexington's* guns were removed at Pearl Harbor and were in storage at the time of attack.

With the Pearl Harbor bombing it was evident that aviation was to be the dominant element of warfare in the foreseeable future. But it was also true that seacoast guns would be an asset if Oahu were to fight off an invasion.

Nobody knew what the immediate future held for Hawaii. Although the Army already had about 100 guns of 6-inch or larger caliber emplaced for protection of Oahu, immediate steps were taken to incorporate every spare weapon in Army and Navy stocks into the island's defenses.

The Navy handed over a sizable collection of ordnance to the Hawaiian Seacoast Artillery Command. Although most of the guns were obsolete, they shared one thing in common—they were available.

Additional guns were removed from sunken ships; former battleship casemate guns were incorporated into the shore defenses as rapidly as possible. In this manner weapons which had armed the Fleet a few months, or even a few days before, were put in camouflaged emplacements all around Oahu.

Of all the spare Navy weapons, those which intrigued the Army most were the four pairs of 8-inchers from *Lexington.* The Army had long considered turrets to be ideal mounts for seacoast guns. Would the Navy offer the 8-inch turrets to the Army?

Indeed it would, and on 17 Jan 1942, the Commander in Chief Pacific Fleet did just that. Later, *Saratoga's* turrets back at Bremerton were offered as well.

The Chief of Hawaiian Artillery selected locations for four batteries, each armed with two turrets. Each turret was placed atop a concrete barbette which extended 50 feet into the ground. At the bottom of the barbettes were the magazines. The turrets were about 450 feet apart; between them were the battery commander's station, a plotting room and a firecontrol radar.

Work on these batteries proceeded at a top priority, second only to that of airfields. Oahu's blackout requirements were relaxed somewhat to permit work on an around-the-clock basis. By the time *Saratoga's* turrets arrived from the mainland in mid-1942 the barbettes were ready; by Christmas the guns were manned.

One feature the Army especially liked about the turrets was the armor which afforded protection against air attack. A considerable effort was made to find overhead protection for all major caliber seacoast batteries.

Medium caliber weapons were enclosed in steel shields; other weapons were put in casemates. The latter limited the field of fire and were not as satisfactory as turrets. Many gun casemates constructed at this time are still seen in areas around Oahu.

While the southern sector of Oahu was most heavily fortified, the north, east and west coasts also figured prominently in defense plans. New projects for the construction of heavy batteries were begun on all sides of the island.

Among these was one of the most elaborate ordnance engineering enterprises ever undertaken. This project incorporated two naval turrets, each bearing three 14-inch guns, into the defenses of Oahu. The turrets were from the battleship USS *Arizona* (BB 39).

When the ship was sunk at Pearl Harbor, the two rear turrets escaped serious damage. In these, the Army considered it had two of the most formidable seacoast batteries ever constructed.

One turret was mounted between Waianae and NAS Barber's Point on the west shore, and named Battery Arizona. The other, Battery Pennsylvania, was mounted on the eastern side atop Mokapu Point, outboard of Kaneohe Bay. From these sites, the guns of sunken *Arizona* would extend the artillery-defended area some 35,000 yards seaward from the battery sites.

This project ranks high in the history of ordnance engineering, both for complexity and the sheer size of the units involved; but today it's almost forgotten.

In a difficult series of operations the turrets were disassembled, completely renovated, transported to the sites and reassembled. As the war moved west, the priorities on gun emplacements were lowered and the work gradually slowed.

Revise the E-8/E-9 Exams? No!

SIR: I've heard rumors that the E-8 and E-9 examinations were being revised. The new exams will, according to my informant, deal strictly with questions concerning professional, military and leadership matters and will be reduced to 100 questions vice 150.

Is there any truth in the info? If so, will the revised examinations be administered in August 1965?—L. R. D.,YNC (SS), USN.

• *That bit of scuttlebutt must have come directly from the butter-cutter on the port mess line. It has absolutely no validity.*—ED.

Nevertheless by the end of the war, Battery *Arizona* was in the final stages of construction. Battery *Pennsylvania* blasted out a three-gun salvo to mark V-J Day and to proof-fire the guns.

Some say that, since the guns never fired a shot in anger, the seacoast defenses were a waste of resources. But some measure of how important they might have been is the case of Fort Drum, the Army's concrete battleship in Manila Bay.

Although it took a beating from Japanese guns on Bataan and the Cavite shore, Drum's 14-inch turrets still pounded out their salvos long after the rest of the U. S. heavy artillery was smashed. When the end came, the turrets of the concrete battleship trained to the centerline and leveled to zero elevation; they're still in that position.

After aviation proved its ability to dominate the arena of battle the seacoast guns became anachronous; but they were still pretty good insurance.

If another disaster of Pearl Harbor magnitude had happened at Midway or in the Coral Sea, perhaps the safety of the Navy's main base in the Pacific would have depended on the guns of Oahu. The turrets of *Lexington, Saratoga* and *Arizona* might have been magnificent in their second careers.—D. P. Kirchner, LCDR, USN.

SIR: In your July issue, F. V. T. W., LTJG, USN, asked whether *Saratoga* had 8-inch guns. She did. And if I remember correctly, they were removed at Pearl Harbor, turned over to the Army and mounted in the hills back of Honolulu.

According to the information in *The Ships and Aircraft of the U. S. Fleet, War Edition*, both the *Lex* and *Saratoga* had 8-inch guns.

I was at Pearl Harbor when *Saratoga* took her first fish. While she was being repaired there, her 8-inch guns were removed.

I'm quite certain the guns were not removed until 1942. I'm also quite sure that *Lex* went down with hers intact.—L. J. Meindle, CMM (Ret.), USN.

SIR: I was very interested in your article on *Saratoga*. I remember well her stay in the dock at Pearl Harbor for repairs to torpedo damage in 1942 (I was Navy Yard communication officer at the time). She had a hole in her side big enough to drive a locomotive through; the fact that she survived was

There Were Tons of Sea Power in Frisco That Day

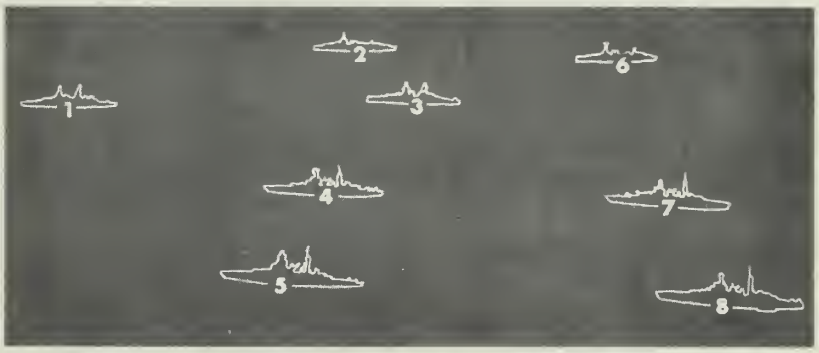
SIR: I was digging through our photographic files here at NAS Moffett Field and came across an old aerial picture showing eight battleships anchored in San Francisco Bay. It was taken from the airship USS *Macon* on 9 Nov 1933 and identified as "battleships at anchor, San Francisco Bay."

Can you tell me what battleships are in the picture? Also, what brought them to San Francisco at that time? —K. F. L., PHCAP, USN.

• *Problems which at first appear insurmountable often turn out to be quite easily solved if you know the right people. The right people, in this case, are our good friends in the Naval History Division. Your eight battleships are identified (see accompanying photos) by plotting the anchorage bearings entered in their logs on a bay chart. It just happens that nine battleships were in San Francisco Bay at the time, but* USS Pennsylvania *(BB 38) was, presumably, out of camera range.*

The date of the photo should give you the clue to your second query. Nov 11 was Armistice Day.—ED.

(1) *USS Nevada* (BB 36), (2) *USS Texas* (BB 35), (3) *USS Oklahoma* (BB 37), (4) *USS West Virginia* (BB 48), (5) *USS Colorado* (BB 45), (6) *USS New York* (BB 34), (7) *USS Maryland* (BB 46), (8) *USS California* (BB 44).



ALL-YEAR SWIMMING pool at Naval Ammunition Depot, Bangor, Wash., is covered by economical, heated air house.

a tribute to her damage control.

It's my recollection (which may be faulty) that her 8-inch turrets were removed during this period, rather than the late thirties as you suggested in your article.

I remember quite well, though, that the word around the yard then was her 8-inch guns were moved up into the hills of Oahu, where they were installed as coastal defense guns. I believed the story at the time, and still do, but I've never had occasion to check up on it.

It must be remembered that in those days coastal defense guns were still part of our defensive armament. In 1942 we were taking all the precautions we could on Oahu.—Arthur Enderlin, CAPT, USNR (Ret.).

• *Thanks very much for the info. A further check by BuShips indicates that all of you were correct.* Saratoga's *8-inch guns WERE removed during her 1941 overhaul period.*

According to Jane's Fighting Ships *(1943-44),* Saratoga *had new antiaircraft armament installed. She also received new gas defense, damage control and aircraft operation equipment. Her flight deck was widened at the bow by 60 feet.*

A two-and-one-half foot bulge was built along the port side, nearly the full length of the ship. With the superstructure on the starboard side, Saratoga *previously had to retain some fuel oil to keep her balanced. The bulge allowed the carrier to use her full quantity of fuel.*

The bulge increased the carrier's deadweight by 450 to 500 tons, but it decreased her displacement about 2000 tons, since she stood a little higher out of the water.

In addition to her 8-inchers, Saratoga's *four 5-inch guns also were removed; additional light AA armament was substituted.*—ED.

Two Off-Beat Ships

SIR: Two vessels I served aboard in World War II were unusual, and I've yet to meet anyone else who has heard of them. One was a prize of war and the other was a coal burner.

The prize was the German luxury liner ss *Europa,* sister ship to ss *Bremen* which was sunk earlier in the war. I reported aboard *Europa* as a member of the prize crew shortly before she was commissioned uss *Europa* (AP 177). The troops she carried on her first trip to New York as a commissioned ship were among the first to be repatriated. We were met with a rousing welcome by fire tugs, bands and newsmen. I left her shortly thereafter and have heard nothing else about her.

The coal burner was a converted ferryboat, uss *Leyden.* She served during 1944 as a floating hotel in Weymouth, England, and later in Cherbourg, France.

Any further information you can supply about these two vessels will be greatly appreciated.—Ernest F. Whitlatch, ET1, USN.

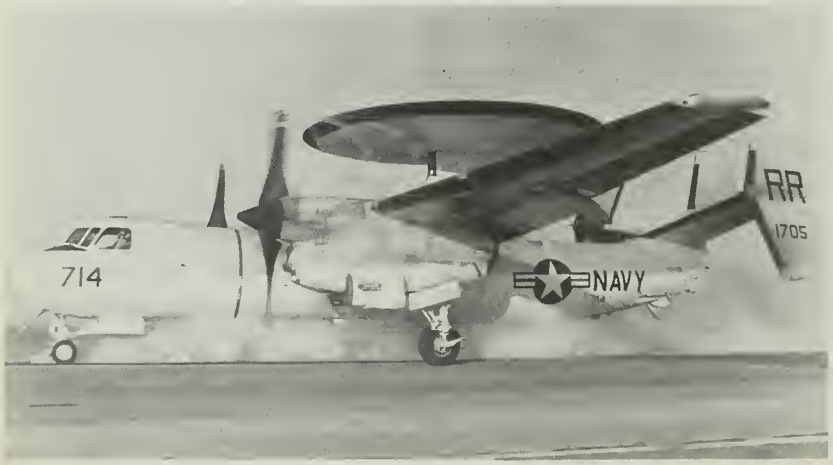
• *After a little digging through the files at Ships' History Division, we must agree that the two vessels you mentioned do provide excellent examples of the off-beat type of duty you might find during wartime. Neither served the Navy very long, which may explain your inability to find someone with whom to swap sea stories.*

Europa, *one of the largest prizes of war (937 feet long, with a displacement of 43,407 tons) was taken over by 26 Navymen as she lay at anchor in Bremerhaven, Germany, on 8 May 1945. About 3000 Nazi troops had been quartered aboard shortly before the Allies took Bremerhaven, but* Europa's *war activity had otherwise been restricted to two voyages to Hamburg.*

When it was decided that the prize ship would be converted to a U. S. troop ship, the name USS Europa *(AP 177) was assigned (1 Aug 1945). With partial conversion completed and a crew of 960 aboard,* Europa *was commissioned in the U. S. Navy on 25 Aug 1945, with CAPT Benjamin Franklin Perry,* USN, *commanding.*

In September 1945 Europa *arrived at the New York Navy Yard Annex, Bayonne, N. J., where she discharged some 4500 troops she had transported*

TURBOPROP E2A *Hawkeye* prepares to take off from flight deck of *USS Oriskany* (CVA 34). *Hawkeye* carries computerized airborne tactical data systems.



from Europe. There she stayed for about 45 days undergoing completion of the conversion. This involved installing berths in almost all areas not used by the ship's company. This alteration gave Europa *berthing space for approximately 10,000 troops.*

After participating in the Atlantic troop-carrying run, it was decided on 26 Feb 1946 that, because she was uneconomical for transport duty, Europa *would not be retained by the U. S.*

On 15 Mar 1946 she departed New York for Bremerhaven, where she was placed out of commission and stricken from the Navy list in June 1946—but not before she earned the Navy Occupation Service Medal.

The other vessel you mention, USS Leyden *(IX 167), also has an interesting history. Built in 1911 for a commercial steamboat company as the* SS Northland, *this vessel served on the Potomac River and Chesapeake Bay as an overnight passenger and freight steamer, plying between Washington, D. C., and Alexandria, Old Point Comfort and Norfolk, Va.*

It was acquired by the government on 10 Jul 1942, for transfer to the British Ministry of War Transport. To prepare it for a wartime trans-Atlantic voyage, the open deck spaces were boxed in and a small gun was mounted aft. Manned by a British merchant crew and flying British colors, the Northland *joined a convoy of similar shoal draft passenger steamboats at St. John's Newfoundland, from where it departed for the U. K. on 21 Sep 1942.*

During the voyage, the convoy sustained a running battle with Nazi wolfpacks. HMS Veteran *and three of the former steamboats were sunk. By the time* Northland *reached Londonderry, Goebbels had broadcasted that German submarines sank "several ships of the* Queen Mary *class"—a slight exaggeration of the steamboats' size.*

In 1943 the British turned Northland *over to the U. S. Navy. Her name was changed to* USS Leyden *because there already was a* USS Northland.

Leyden *was sold to Chinese interests after World War II. She made a trip to the Orient from England in 1947 and was renamed* Hung Chon. *She was reported scrapped in 1955.*

If your query has stimulated some memories of past shipmates, perhaps they'll contact us and swap stories. Thanks for the tip-off about these two unusual vessels.—ED.

Detachment of One

SIR: Back in November 1963, you published a few claims to Navy firsts and some more in April 1964. At that time I couldn't claim any kind of a record, but I can now—at least I think I can.

I'm a Chief Construction Electrician stationed with the Navy Detachment at the Army Nuclear Power Plant, Fort Greely, Alaska. The point is, I'm the detachment.

My family and I have been here since June of '63, but it wasn't until this last August that I became a detachment. As a detachment of one (enlisted type) do I have a first?—R. J. M., CECA, USN.

• *We have no way of checking whether you have a record or not, so we'll let everyone in the Fleet examine it. If your claim isn't a first, you'll hear about it in short order.*

However, another chief may give you a hard time. As we heard the story and reported it in the June 1952 issue of ALL HANDS, *Chief Storekeeper Frederick A. Pobst ruled over the island of Chichi Jima in the Bonin group for an unknown period when he was officially designated as American Military Government Representative of the U. S.*

As the story goes, Chief Pobst appeared to have been the only Navy type on the island. We don't know whether or not he was considered a detachment, so you may have a claim.

The nearest grocery store or post office was some 1000 miles away, in Guam. Every two months, a Navy ship would pay the Pobst family a visit, bringing with it supplies, mail and sometimes, official visitors. Mrs. Pobst taught the third, fourth and fifth grade for islanders in another quonset-type school house while the chief taught the older kids baseball and showed their parents how to increase their crops. He also taught them self-government.

The point? Navymen certainly do get around and it's highly probable that many another man has, at one time, been a detachment of one.—ED.

Ship Reunions

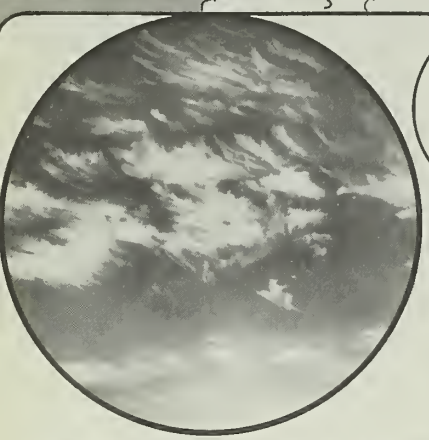
News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS MAGAZINE, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• USS *Block Island* (CVE 21 and CVE 106)—The third reunion is scheduled for 29 May. For further details, write to Weber Rego Torres, Jr., 118 East Morgan St., Fairhaven, Mass.

• USS *Enterprise* (CV 6)—A reunion is planned for the near future. For further information, write to Richard Kenyon, 119 North Barr St., Crawfordsville, Ind.

WHAT EVERY NAVY

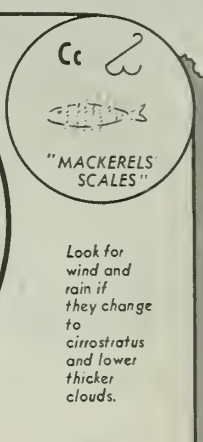
The symbols shown below ore used by weather men oll over the world



Often seen during fair weather.

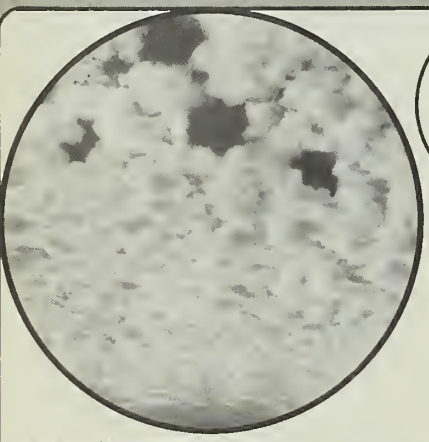
At times serve as first visible indicatian of appraaching starm.

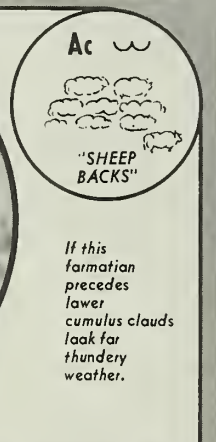
CIRRUS clouds are observed at very great altitudes and owe their fibrous and feathery appearance to the fact that they are camposed entirely of ice crystals. Although the word "cirrus" derives fram the Latin for "curl" or "lock," the clouds are found in varied forms including curved wisps, featherlike plumes, isolated tufts, and thin lines. Because of their height, they color before other clouds at sunrise and remain lighted after sunset.



Look for wind and rain if they change to cirrostratus and lower thicker clouds.

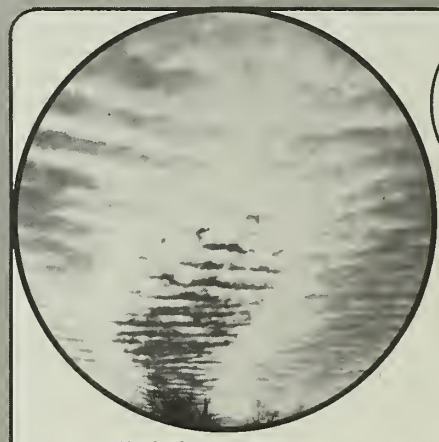
CIRROCUMULUS are similar ta cirrus clouds but contain globular cotton-like masses arranged in groups or lines which at times give them the appearance of rippled sand on the seashore. One form of cirrocumulus is commonly known as the "mackerel sky" because of the way in which the pattern resembles the scales on the back of a mackerel. The harder and grayer variety, aften indicate foul weather may fallow.

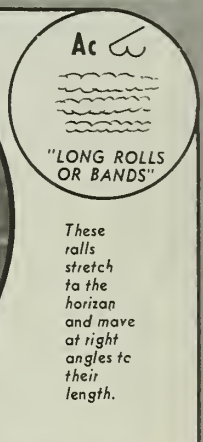




If this farmatian precedes lawer cumulus clauds laak far thundery weather.

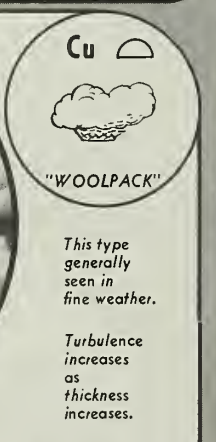
ALTOCUMULUS clouds (known as "sheep backs") are a layer of large, ball-like masses often so clase together that the edges tauch. They are often mistaken for an unbroken layer of stratocumulus. While the balls ar patches may vary in thickness and calor—fram dazzling white ta dark gray—they are more or less regularly arranged and distinct. They differ from cirrocumulus cloudlets in that they shaw distinct shadowed portians.





These ralls stretch ta the horizan and mave at right angles tc their length.

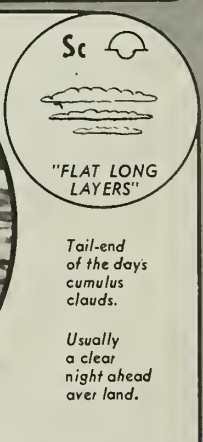
ALTOCUMULUS—in "bands" ar "lang ralls"—are shown abave. This is a form of this cloud type having big roll clouds separated by streaks of blue sky. The ralls appear to be joined together near the horizan because of the effect af perspective. These regular parallel bands of altacumulus differ fram the "mackerel sky" in that it is found in larger masses with shadows and is not composed of ice crystals like the higher cirrus forms.



This type generally seen in fine weather.

Turbulence increases as thickness increases.

CUMULUS clauds pictured above are the small, fluffy, "fair weather type." *The variaus types af clouds in the cumulus family are defined according to the extent of their vertical develapment—the height tu which warm moist air is being raised by updrafts within them.* It is the presence of these updrafts which makes flying near ar in cumulus clauds "bumpy" and sometimes dangerous. Nate little vertical development.



Tail-end of the days cumulus clauds.

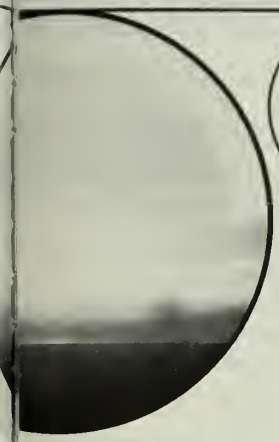
Usually a clear night ahead aver land.

STRATOCUMULUS clouds shawn above are the final praduct of daily changes in cumulus clauds. They vary greatly in altitude. At lawer levels this type also appears as roll-shaped masses which are soft and gray and can be camposed af lang parallel rolls. (Such rolls are good indicatars of wind direction at their level because they farm on crests of atmospheric waves at appraximate right angles to the wind praducing them.)

Prepared by ALL HANDS Magazine

AN should know about CLOUDS

oud pictures used here are the most frequent types observed but there are specific cloud types for each of the code symbols shown.

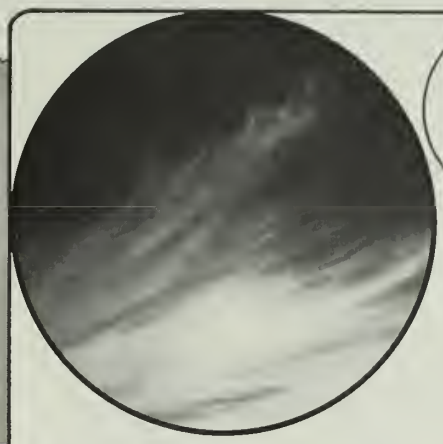


Cs

"HALO PRODUCING"

Bad weather approaching if these clouds thicken and change to altostratus.

RRUS covers the sky with a thin whitish veil. The cloud ...iciently dense to obscure or blur the outlines of the sun or ...er, the ice crystals of which the cloud is composed, refract the passes through them in such a way that a ring known as a ...round the sun or moon. Cirrostratus clouds which follow ...y be an indication of approach of low-pressure area.



Ci

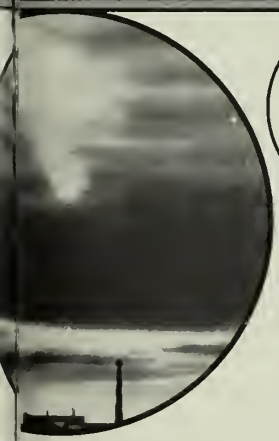
"MARES' TAILS"

This type appearing after cirrus and followed by thickening lower clouds, increases probability of rain within 24 hrs.

CIRRUS and cirrostratus. "Mare's tails" is the popular name given to well-defined cirrus clouds that thicken into cirrostratus, and then gradually lowering into water droplet altostratus. The clouds may resemble a mare's tail and may often be the forerunner of a storm as indicated in the old rhyme: "Mackerel sky and *mare's tails*, make tall ships carry low sails." The mare brush-like the cirrus, the stronger the wind at that level.

1. thin cirrus
2. thick cirrus
3. cirrus or anvil cloud
4. tufted cirrus increasing
5. cirrus or cirrostratus
6. cirrus and cirrostratus
7. cirrostratus covering entire sky
8. cirrostratus partial sky cover
9. cirrocumulus and cirrus

HIGH



As
Ns

"THICK GRAY CURTAIN"

Continuous rain or snow may follow thickening altostratus in a few hours.

LTOS clouds have the appearance of a gray or bluish, fibrous veil ...ch is sufficiently dense so that the sun and moon generally ap...would through ground glass. There is no "halo" as usually see...rostratus but a similar phenomena called a "corona" may be ...he low ragged "scud" or NIMBOSTRATUS "rain clouds" ... altostratus clouds grow denser and lower as rain falls.

Ac

"CASTLES IN THE AIR"

Often short-lived, making only a brief appearance.

Frequently precede thunderstorms.

ALTOCUMULUS. These "castles in the air" are visible proof of the great altitude to which rising currents in the atmosphere often extend. Generally arranged in a line and resting on one horizontal base, they give the impression of turrets on castle. These turreted tops look like miniature cumulus clouds and possess considerable depth as well great length. These clouds usually indicate a change to chaotic, and thundery skies.

1. thin altostratus
2. thick altostratus or nimbostratus
3. altocumulus
4. altocumulus in small patches
5. altocumulus in bands
6. altocumulus
7. altocumulus with altostratus
8. altocumulus in tufts
9. irregular altocumulus

MIDDLE

St

"LAYERS OR SHEETS"

Stratus often produce a fine drizzle or mist.

TRA...tions are low horizontal, uniform layers of clouds. Strong ...s break them up into irregular fragments or shreds called FRA...US. A veil of true stratus gives the sky a hazy appear... and of their thickness, stratus appear dark to sailors and lands... mp...nite to aviators. Clouds of stratus family are called "low sta...base is below 1,000 ft. and "fog" when on the ground.

Cb

"THUNDER HEAD"

This is the signpost of turbulent, bumpy air, with thunder, lightning, snow in upper levels, hail and heavy rain.

CUMULONIMBUS "thunderheads" or "showerclouds" are heavy masses of clouds rising in mountainous towers to great heights. The upper parts consist of ice crystals and often spread out in the shape of an anvil. The base is horizontal, but as showers occur it lowers and becomes ragged. The anvil of this giant cloud is so high that it can be seen many miles away long before the base becomes visible. A regular "cloud factory."

1. cumulus or fair weather
2. swelling cumulus
3. cumulonimbus ragged tops
4. cumulus flattened to stratocumulus
5. stratus or stratocumulus
6. stratus or fractostratus
7. low broken of bad weather
8. cumulus and stratocumulus
9. cumulonimbus

LOW

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

HOME IS THE CRUISER—*USS Providence* (CLG 6) has returned to Long Beach, Calif., after more than two years in Far East as flagship for Seventh Fleet.

One Fine Ship, 2 Great Names

When USS *Norfolk* (DL 1) tied up at Talcahuano, Naval Base in Chile, the skipper spotted a mighty familiar looking ship moored to a nearby pier. So when the forward brow was in place, Captain Parker B. Armstrong strolled over to take a look.

The ship flew the Chilean flag and the name on her stern was *O'Higgins,* which failed to ring a bell. Along about then the captain must have had that uncomfortable feeling which comes from seeing a face you can't recognize—but know you should. So the *Norfolk* skipper did some investigating.

It turned out *O'Higgins* wasn't the ship's original name. She'd been USS *Brooklyn* (CL 40) until the U. S. sold her to Chile in 1951.

The captain remembered *Brooklyn,* all right. She'd be hard for him to forget. As a young officer he'd ridden *Brooklyn* all through World War II when he'd seen action at Casablanca, Sicily, Salerno, Anzio and Southern France.

It's a small world.

Pennant Covers 610 Feet

USS *Providence* (CLG 6) has returned to Long Beach, Calif., flying a 610-foot homeward-bound pennant. She spent over two years in the Western Pacific as flagship for Commander, Seventh Fleet.

Providence was relieved by USS *Oklahoma City* (CLG 5).

The cruiser returned to Long Beach via Guam; Sydney, Australia; Suva, Fiji Islands; and Pearl Harbor, Hawaii. During her deployment to the Seventh Fleet she steamed over 90,000 miles, stopped at 25 ports in 12 countries, and was given the once-over by some 150,000 visitors.

BUILDERS OF THE NAVY

Thomas Macdonough's victory over the British fleet at Lake Champlain during the War of 1812 is often considered to be as important as O. H. Perry's on Lake Erie. Macdonough's force was inferior to the British and his crew was nearly raw. Macdonough's personal courage and determination communicated itself to his men and he exercised outstanding skill in tactics. He chose a position that imposed upon the British an approach under a raking fire and won the opening move of the battle. Several times during the fighting the enemy thought Macdonough was defeated but each time his tactics saved the day.

A Huelva Big Operation

People watching from the rooftops of seaside villas had never seen anything quite like it. Indeed, it was a rare sight to see so many Navy amphibious landing craft loaded with U. S. and Spanish Marines hit the beach on the southern coast of Spain near Huelva. The rooftop viewers had a right to be impressed, for they were watching the biggest peacetime amphibious operation in history—Steel Pike I.

While landing craft churned shoreward, USS *Okinawa* (LPH 3), *Boxer* (LPH 4), and *Guadalcanal* (LPH 7) were launching 100 helicopters which carried 3000 Marines to positions behind beach defenses in a demonstration of Navy-Marine vertical envelopment.

The ASW support carrier USS *Lake Champlain* (CVS 39) and a squadron of destroyers furnished antisubmarine protection for the task force.

The personnel and heavy equipment of two amphibious squadrons—one normally deployed in the Med, the other in the Caribbean—were transported to the exercise area in three merchant marine vessels and seven Military Sea Transportation Service ships.

During the exercise, Marines demonstrated their method of landing jet aircraft on an airstrip of less than 4000 feet. The method is called SATS (for short airfield for tactical support). In principle, it is an aircraft carrier deck moved ashore complete with arresting equipment.

About 80 ships and 60,000 men took part in the amphibious exercise which lasted five days.

Shenandoah to Rescue

The wind was blowing at 40 knots through the Bay of Naples, and the seas were heavy. At 0500 that morning, the duty officer of the destroyer tender USS *Shenandoah* (AD 26), Lieutenant Gerrit J. Verheijen, noticed that a Dutch freighter, *Doris,* was in trouble. The wind was pushing her away from her anchorage toward the outer harbor's quay wall.

LT Verheijen notified the ship's

rescue party to stand by in case the Dutch crew could not gain control of their ship. They didn't, and the freighter slammed against the wall. The rescue party was dispatched immediately.

When the rescuers arrived at the scene, Chief Boatswain's Mate Hollis O. Hood rigged a boatswain's chair and transferred 27 of the 36 passengers and crew. Nine crewmen, including the ship's master, had elected to remain aboard the freighter, but they were taken off when it looked as though the ship would capsize.

Two minesweepers, USS *Aggressive* (MSO 422) and *Agile* (MSO 421), also assisted with the rescue work.

When *Doris* rolled over on her port side, a 30-to 40-foot gash was visible on her starboard side.

None of the passengers or crewmen were injured, but for the second mate it was a case of double rescue, because he was lost overboard. The U. S. sailors threw him a lifeline and pulled him to safety.

The Dutch crewmen and passengers were taken aboard *Shenandoah* and were given a U. S. breakfast of bacon, eggs, toast and coffee.

Ney Award Rules Changed

Navy ships and stations who compete for the Annual Ney Memorial Awards next year will find themselves working under a modified set of rules.

For the first time since the Ney Awards were initiated, each finalist will be required to prepare a specified meal, to be announced immediately before the arrival of the awards committee sometime in June.

The menu for all the finalists will be the same to enable committee members to make a closer comparison.

According to the 1965 timetable, each type commander, overseas area and force commander; and district and river command commandant will —before 1 April—select a ship or activity to represent his command in competition. Last year this resulted in 46 entrants.

During April, the nominees will be visited by a member of the Ney Awards Committee for preliminary evaluation of the general mess.

Before the first of May, nominating letters and samples of the general mess menus will be sent to the Bureau of Supplies and Accounts together with photographs showing the general mess operations.

NEW SUBMARINE—President Johnson receives a model of nuclear attack sub Pargo (SSN 650) at Groton, Conn. The President initialed *Pargo's* keel.

The Ney Memorial Awards Evaluation Committee will convene in Washington early in May to select nine finalists, three each in the large afloat, small afloat, and ashore mess categories, after which a first-hand inspection of the mess operations of each will be made.

During this visit, the finalists' subsistence spaces will be inspected, records and reports evaluated and food preparation will be observed. After a thorough looking-over, the noon meal will be given the taste test.

Winners will be announced about 30 June. First place winners and their runners up will receive plaques, and all semi-finalists will be presented Ney Award Certificates, while each member of the winning subsistence division will receive an individual citation from the Chief of BuSandA. Navy honors will be followed by recognition from civilian culinary groups.

The Ney Memorial Awards honor the memory of Captain Edward Francis Ney, SC, USN, who served as head of BuSandA's Subsistence Division during World War II.

IT CAN'T BE—Crew members of USS *Compass Island* (EAG 153) upload a genuine mail buoy picked up at sea.

Manning The Mail Buoy

Ahah! So there's no such thing as a mail buoy, huh? Well, skeptics, if that's the case, just what was it that USS *Compass Island* (EAG 153) fished from the sea recently. stuffed with letters and parcels (and a few repair parts to boot)?

Once again it seems you are guilty of underestimating Navy ingenuity. Now, as you suffer your due shame, be advised that the inevitable has happened.

Compass Island was on extended operations along the Air Force eastern test range in the Atlantic. The crew wanted mail. So the Naval Ordnance Test Unit at Patrick Air Force Base, Fla., made arrangements to air-drop a data capsule—converted to a mail buoy—near the ship.

Thus it was necessary for *Compass Island* to establish a mail buoy watch.

Next on the agenda: The Bureau of Fantastic Accomplishments is evaluating waterproof brushes which might be used by the Navy's first real sea painter.

ALTHOUGH HULL numbers suggest *USS Sylvania* (AFS 2) is older, *USS Aldebaran* (AF 10) is oldest. *Sylvania* was commissioned in '64, *Aldebaran* in '40.

Flip Has SPARring Partner

Sailors who couldn't believe their eyes when they saw the oceanographic *Flip* ship will really go wild when they see *Spar*, the Navy's new acoustics research vessel. *Spar's* unusual design, like *Flip's*, will enable it to do an unusual and difficult job better.

The cigar-shaped *Spar* is similar in many other ways to *Flip*: It is towed while in a horizontal position then changed to a vertical position to become a Stable Platform for Acoustics Research.

Unlike *Flip*, however, *Spar* is unmanned and will be externally controlled, receiving its power from a nearby ship.

Spar will listen to underwater sound through its vertical and horizontal hydrophones.

A gyroscope compass and accelerometers will account for *Spar's* motion and rotation and a string of thermistors will measure water temperature. Other equipment will measure the surface waves of the ocean.

The data gathered by these instruments will be transmitted via a floating cable to *Spar's* tender where it will be recorded in a high capacity data logging system.

The preliminary design for *Spar* was done by the Naval Ordnance Laboratory at White Oak, Md. The research ship is constructed of rolled shell plating stiffened with intersecting longitudinal and transverse T-beams. Watertight bulkheads and tank decks divide the ship into ballast, buoyancy trim and stability, free-flooding and gear lockers.

Spar must have the help of two ships to aid its operations. The ships probably will be the Navy's oceanographic research ships (AGORs) which are operated by MSTS.

Power will be supplied to *Spar* from one of the tending vessels by means of a 3000-foot floating electrical cable. The other vessel will transmit electromagnetic and acoustic signals to be received and compared by *Spar* from a distance of from five to 100 miles.

More detailed statistical analysis of the data gathered by *Spar* will be made on the Naval Ordnance Laboratory's analog computer.

Little Squirt Is Just That

Little Squirt really isn't very little—nor is she big, relatively speaking. She is a two and three-quarter ton hydrofoil vessel with a water-jet propulsion system.

Designed as a research craft with speeds up to 50 mph, *Little Squirt* is used for developing and testing foils, electronic controls and water pump propulsion.

The 20-foot boat also will supply researchers with information on a variety of characteristics peculiar to hydrofoils, including foil depth, speeds, operation in rough waters and ability to operate in debris. By October the boat had accumulated more than 150 hours of operation. Of this, 85 hours were spent foilborne during test programs.

Little Squirt uses fully submerged foils. Unlike the more common surface-piercing foil systems requiring no auxiliary stabilization, the submerged type has movable foil surfaces to provide stability and depth control. On *Little Squirt*, the angle of the foils is variable and is connected to an automatic control system. This system senses and controls the boat's height above water and pitch, roll and heave.

The submerged foil system isn't seriously affected by waves. As a result, it produces a smooth ride in almost all weather conditions. A limit for foilborne operation is reached when the wave height is greater than the length of the foil struts and reaches the hull.

The pump-jet hydrofoil is designed with a "W"-shaped hull bottom, which aids stability.

Little Squirt is propelled by a stream of water. Using the same principle as a jet engine, the water is taken in by a scoop built into the rear strut, travels up the strut and into a centrifugal pump. With a gas-turbine engine supplying power, the water is then pumped out through a nozzle into the air behind the craft.

Little Squirt's water pump, turning at 2900 rpm is capable of pumping 3500 gallons of water a minute.

The information gained through this relatively small boat is expected to help develop propulsion systems for large hydrofoils.

As the size of hydrofoils increases, the problem of propelling them through the water at high speed also increases. In most current submerged-foil systems, such as the one employed in the subchaser USS *High Point* (PCH 1), the power is transmitted mechanically down the foil strut to propellers on the foils. As the size of the craft increases, the distance the power has to be trans-

SNOWCAPPED Mt. Fuji, Japan, makes a backdrop for formation of Navy A4C *Skyhawks* from *USS Midway*.

mitted also increases, making the design and fabrication of the transmission system increasingly difficult. The water-pump system is being developed as a possible alternative.

Agana Has Seen Lively Years

The U. S. Naval Air Station, Agana, Guam, has celebrated the 20th anniversary of the island's liberation from enemy hands in World War II.

Just 33 days after the first American landings were made on 21 Jul 1944, the 72nd Construction Battalion established camp at Tiyan, the small Japanese airstrip, and began to build an air station.

On September 11, the air station was officially opened, and the first U. S. plane landed on the 6600-foot north runway. The second runway was completed 30 September. At that time, more than 11,000 officers and men were stationed in Agana.

Today the air station has two parallel asphaltic concrete runways, one 10,000 feet long, the other 6600 feet. In more recent years, the air station has averaged over 32,000 landings annually.

From the beginning, NAS Agana's mission was to support the Army, Navy and Marine Corps aviation units that were assigned in Guam. And it's still the same today. Since those first few years, however, the air station has taken on some additional responsibilities, such as providing logistic support for the surrounding islands.

Search and Air Rescue, established in 1951, also is one of the more important phases of the air station. SAR pilots, within minutes after they are notified, can be airborne and on their way to the rescue scene.

In addition to SAR, the air station is headquarters for a photographic squadron, an airborne early warning squadron, a Coast Guard air detachment, and until last June, was a main stopover for MATS aircraft. (MATS now operates through Anderson AFB Guam).

In November 1962, the Naval Air Station, along with the rest of Guam, was the victim of one of the most devastating typhoons to hit the Pacific area—Typhoon Karen. She destroyed many permanent structures and damaged hundreds more.

After the air station was flattened, personnel joined in a massive clean-up program that lasted for months. It wasn't long before the station began to take form again. In addition to the old buildings that had to be rebuilt from the ground up, new buildings were constructed on the station.

Today the air station not only has recovered from the devastation, but is even better than before. A new hangar, Coast Guard facility, swimming pool, football field, chapel, youth center, photo lab and bowling alley are among the many new construction ventures. A new recreation room, resale store, air terminal, security building and many other facilities already are completed.

RECRUITING TROPHY winners pose with awards. RADM James O. Cobb, (left) Deputy Chief of Naval Personnel, presented the awards. (left to right) RADM Cobb; CAPT Jimmie Savage, Director Seventh Recruiting Area; CAPT John B. Davenport, Director First Recruiting Area and CAPT Morris E. Haller, Director Third Recruiting Area.

Recruiters Win Trophies for Getting Their Men

Recruiters from the Southeastern, Southwestern and New England states have won the Bureau of Naval Personnel Awards for recruiting proficiency. Three recruiting awards are given annually by BuPers, one for efficiency, one for progress and one for reenlistments.

The three commands won after a year-long competition between the nation's eight recruiting areas.

The Chief of Naval Personnel's Recruiting Efficiency Trophy went to the First Navy Recruiting Area with headquarters at Scotia, N. Y. The first area includes New York, Maine, New Hampshire, Massachusetts, Vermont, Connecticut, and Rhode Island. During fiscal year 1964 the area recruiters enlisted 15,144 new Navy men and women, 68 per cent of whom were qualified for school training. The area also exceeded its officer quota by 14 per cent and its enlisted quota by seven per cent.

Area Three, with headquarters in Macon, Ga., won the Progress Trophy. The area exceeded its 1963 enlistments by recruiting 13 per cent more male recruits, 33 per cent more men with prior service, and placing 13 per cent more men in the office programs. Area Three recruiters are stationed in North Carolina, South Carolina, Tennessee, Georgia, Florida, Alabama and Mississippi.

The 1964 Reenlistment Trophy was won by men from the Seventh Navy Recruiting Area, with headquarters in Dallas, Texas. The area recruiters reenlisted 1433 Navy men and women who had prior service in the Navy or other branches of the military. Area Seven includes Arkansas, Louisiana, Oklahoma, New Mexico and Texas.

All three awards were presented in Washington, D. C., by Rear Admiral James O. Cobb, Deputy Chief of Naval Personnel. The trophies were received by the area directors: Captain Morris E. Haller of the Third Area, Captain Jimmie E. Savage of the Seventh Area and Captain John B. Davenport of the First Area.

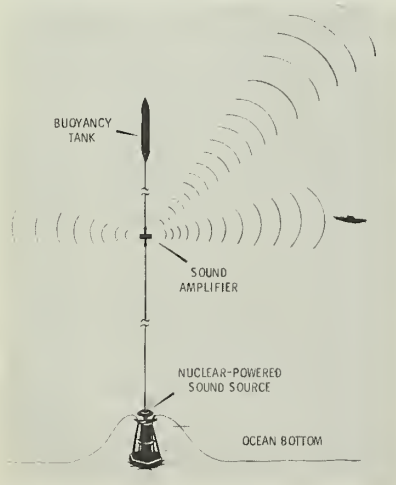
SAFETY CONSCIOUSNESS is a must, especially under such emergency conditions as racing to load bombs on planes.

Atomic Sonar Beacon

An atomic-powered sonar beacon has been placed on the ocean's bottom about 750 miles off the east coast of Florida. It is an experimental underwater sounding device—similar units may someday serve as navigation aids.

The three-ton atomic power plant rests on the bottom about 15,000 feet below the surface. A small sound amplifier, attached to a buoy, floats about 3000 feet above the power plant, attached by a cable. This amplifier sends out sound waves which may be picked up by ships in the area.

The generator is designed to provide about seven watts of continuous electrical power and will last two years. It is powered by three pounds of strontium 90 fuel pellets which decay spontaneously, producing heat.



This heat is converted into electricity by 60 sets of thermocouples

The generator has been designated SNAP-7E by the Atomic Energy Commission. SNAP stands for Systems for Nuclear Auxiliary Power. Other SNAP devices are being designed for use in space and on land.

Meet My Friend *Roosevelt*

What do a *Polaris* submarine and various high schools throughout the United States have in common? First, a name; and now a bond of friendship, thanks to USS *Theodore Roosevelt* (SSBN 600).

Some time ago *Roosevelt* decided to contact all the high schools and junior high schools in the country which are also named for the 26th president of the U. S. A letter, signed by the Blue and Gold skippers, a ship's plaque and a large color picture of the *Polaris* sub were sent to the schools, which were located by a list obtained from the Department of Health, Education and Welfare.

The letters to school principals began: "Since your school and our ship are both named for the same outstanding American, we are certain that we share with you a mutual pride in the heritage of honesty, courage and idealism embodied in the career of this great man."

The letter tells something about the ship—that its propulsion plant and missile system are the result of our nation's most advanced technological achievements, and that the operation and maintenance of such advanced equipment requires extensive training of the crews in the fields of electronics, nuclear power, computer theory, inertial navigation and missile technology.

The letter observed that such training requires a sound secondary education. The skippers urged students to complete successfully at least a high school education, pointing out that some servicemen miss out on promotions and other opportunities due to neglected or abbreviated educations.

School principals who have long been concerned about dropouts were in hearty agreement. The principal of Theodore Roosevelt junior high school in Glendale, Calif., said in his reply: "Your comment on the need for successful completion of a secondary education has been used to good advantage here." The student body president at Theodore Roosevelt junior high school in San Jose, Calif., wrote: "Your interest can help convince those who are undecided to continue their education."

A letter from Theodore Roosevelt high school in the Bronx, N. Y., said the plaque and picture of the ship would be displayed among the school's most prized possessions. Many of the schools reported putting the plaque and picture on special display, and some expanded their displays into comprehensive submarine exhibits.

Where Will It All End?

Rig time competition is stiff among the Fleet oilers, and one is always managing to do the job just a little

faster than the others. The latest word on this comes from the crew of uss *Chukawan* (AO 100), who claim to have broken a few records for rigging a cruiser and a guided missile destroyer.

During double fueling operations in the Med last fall, the crew rigged for underway refueling with uss *Sellers* (DDG 11) in a mere minute and 27 seconds. A little later, with *Sellers* still taking fuel on the starboard side, uss *Boston* (CAG 1) pulled up to the port of the oiler. One minute and 12 seconds after the shot line was in the hands of *Boston* Navymen, the commence pumping signal was given.

The rigging crews had been working toward a record for a long time. Only three days previously they had succeeded in hooking up with *Boston* in one minute and 52 seconds.

New Construction

On this month's construction scene, two ships have joined the Fleet from the East Coast and another was launched in Louisiana.

The nuclear powered attack submarine uss *Tinosa* (SSN 606) was commissioned at Portsmouth, N. H.

She is the second submarine to bear that name; the first *Tinosa* (SS 283) had a World War II record of sinking 16 enemy vessels totaling 64,665 tons.

The submarine is equipped with the latest in sonar and fire control systems which enable her to fire all types of torpedoes and the antisubmarine warfare guided missile *Subroc*.

Assigned to Submarine Development Group Two, *Tinosa* is homeported in New London, Conn.

At Newport News, Va., the nuclear powered fleet ballistic missile submarine uss *Von Steuben* (SSNB 632) was commissioned. The 27th SSBN to be commissioned, *Von Steuben* is capable of firing the *Polaris A-3* missile.

As with other fleet ballistic missile submarines, two complete crews will man her—Blue and Gold

Von Steuben's keel was laid 4 Sep 1962; she was launched 18 Oct 1963.

And in Westwego, La., the escort ship *Davidson* (DE 1045) was launched.

Authorized under the Fiscal Year 1962 Shipbuilding and Conversion Program, *Davidson* is designed for antisubmarine warfare. She will be equipped with the drone antisubmarine helicopter (*Dash*), an antisubmarine rocket (*Asroc*) launcher, antisubmarine torpedo launchers and two five-inch guns.

FAMILIES OF WWII submariners saw old and new subs when they took a day's cruise in *USS Carp* (SS 338) and toured *USS Henry Clay* (SSBN 625).

Submarines Have Open House Too

What's an ex-submariner's version of a bus driver's holiday? Whatever it is, the families of some World War II sub veterans received the treatment recently aboard uss *Carp* (SS 338), as they went cruising, diving, touring, eating and snorkeling their way through an enjoyable day at sea off the coast of Norfolk.

The dads are members of the Bull Run Squadron, Virginia Chapter, of Submarine Veterans of World War II, who were invited by SubLant for the outing. *Carp's* one-day operational cruise gave the families a look at what Dad's job used to be. In addition, several dives were made, a steak dinner was served in the crew's mess, and the guests toured the ship.

Back in port, they were taken on a tour of the atom-powered *Polaris* sub uss *Henry Clay* (SSBN 625), to see the latest developments in the Silent Service. For the submarine old-timers, it was a "very memorable day."

Two Hundred Arrests

It was a routine landing—the F4B *Phantom II's* tailhook caught the arresting cable, and the jet decelerated from 135 knots in less than three seconds.

But for the pilot, LT G. W. Berg of Fighter Squadron 143, the landing had special meaning; it marked his 200th arrest aboard the attack carrier uss *Constellation* (CVA 64). Now he is a double centurion.

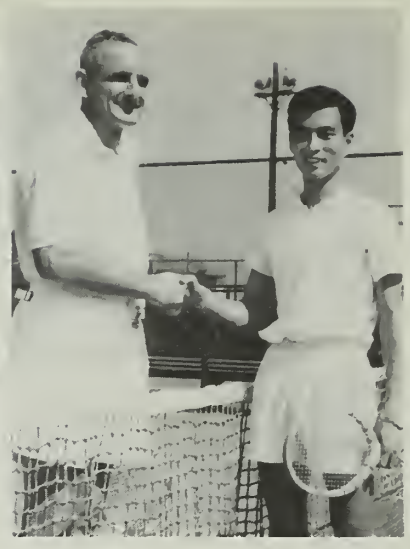
The Boat House at Pearl

Chances are the next time you tour Pearl Harbor, you will see it through the courtesy of the Water Transportation Division. The Division operates 31 boats—among them, the 64-foot tour boat *Aloha*. With a 110-passenger capacity, the craft transported well over 52,000 sightseers around Pearl Harbor last year.

This isn't all for which the Boat House is responsible; one of their biggest jobs is the operation of the Ford Island ferry. This vessel transports approximately 225,000 vehicles and 1,500,000 pedestrians each year between Ford Island and Halawa Landing.

It's the only ferry in Hawaii. The crew keeps it in such good condition it hasn't required a major overhaul since 1961. It doesn't sound like much until you consider the ferry makes a round trip every 45 minutes.

These are the two biggest jobs for the Boat House. The Division also provides a shuttle boat to the *Arizona* Memorial, seven utility boats, three ammunition barges, four harbor patrol boats and a school boat which transports some 75 children to and from the school bus stop five days a week. —J. M. Glasgow, JOSA



Navy Sports Calendar

NEXT MONTH marks the beginning of the 1965 All-Navy competition which will continue during the year, ending with the Men's Softball Tournament in September

As usual, all All-Navy contestants will, in most instances, be chosen from regional winners. Hosts for the regional contests will be designated by ComFourteen at Pearl Harbor for the Western Pacific region. Pacific Coast hosts will be selected by ComEleven at San Diego. South and North Atlantic hosts will be chosen by ComSix, Charleston, S. C., and ComOne, Boston, Mass., respectively. COMSERVLANT will take care of the Atlantic Fleet region.

Here is the 1965 schdule with imformation on All-Navy and higher competition:

Basketball (Men) 22-26 Feb 1965

Host—U. S. Naval Training Center, San Diego

Type of Tournament—double eliminatian

Rules—National Basketball Committee

Squad Size—12 maximum; includes OIC, manager and coach

Interservice—Ft. Lewis, Wash., 10-13 March. A team to represent the Navy will be selected using the All-Navy championships as a basis.

Volleyball (Men) 14-16 Apr 1965

Host—U. S. Naval Air Station, Olathe

Rules—USVBA

Type of Tournament—double round robin

Squad Size—12 maximum; includes OIC, manager and coach

Interservice—NAS Olathe, 19-23 April. A team to represent the Navy will be selected using the All-Navy championships as a basis.

Boxing (Men) 26-28 Apr 1965

Host—U. S. Naval Station, San Diego

Rules—AAU modified to three 3-minute rounds with headgear mandatory

Squad Size—one participant in each weight class plus OIC and coach

Type of Tournament—single elimination

Equipment—squads will furnish own headgear and uniform. Host command will furnish gloves, hand wraps, etc.

Interservice—Hamilton AFB, California, 5-7 May 1965. A team to represent the Navy will be selected using the All-Navy championships as a basis.

Bowling (Men and Women) 10-14 May 1965

Host—U. S. Naval Training Center, Bainbridge

Squad Size—Men—five; Women—five; includes the officer in charge.

Type of Tournament—Men: Single round robin, six games per match. Team with bye to bowl on adjoining lanes with pinfall to count toward individual championship.

Women: Jingle round robin, six games per match, first three days; last two days, six games per day with total pinfall to count toward individual champianship.

All five team members bowl each game; only high four count toward team winner. Low scorer each game to count toward total pinfall for individual championship. One point is to be awarded for each game won and one point will be awarded for the highest team pinfall in each match.

The men's team and women's team accumulating the highest number of points will be declared All-Navy champions.

The man and woman accumulating the highest total pinfall in 30 games will be declared the All-Navy individual champion.

Wrestling (Men) 24-28 May 1965

Host—Mare Island Naval Shipyard, Cal.

Rules—AAU

Squad Size—one participant in each weight

class plus the officer in charge and coach

Type of Tournament—AAU elimination; free style only

Interservice—Mare Island Naval Shipyard—9-11 Jun 1965. A team to represent the Navy will be selected using the All-Navy championships as a basis.

Swimming and Diving (Men) 21-23 Jul 1965

Host—U. S. Naval Amphibious Base, Little Creek

Squad Size—14 participant maximum plus officer in charge and coach

Rules—AAU

Events—100-, 400- and 1500-meter, freestyle
200-meter backstroke, breaststroke, butterfly
4x100-meter freestyle and medley relays
400-meter individual medley
one-meter and three-meter diving

Entries—Regional coordinators or elimination hosts will submit entries in individual events to PHIBASE, Little Creek, by 17 July. Names for relay entries will be submitted on the day of the event. Details will be announced later.

Tennis (Men and Women) 27-30 July 1965

Host—U. S. Naval Station, Newport

Rules—USLTA

Squad Size—Men: Four open, two seniors each region

Women: Four open each coast

Interservice—Ft. Sam Houston, Texas, 4-7 Aug 1965. A team to represent the Navy will be selected using the All-Navy championships as a basis.

Golf (Men and Women) 30 Aug-2 Sep 1965

Host—U. S. Naval Air Station, Jacksonville

Rules—USGA

Type of Tournament—72-hole Medal

Squad Size—Men: four open, two senior each region

Women: six open each coast

Equipment—Host command will furnish each contestant two balls per round.

Interservice—Marine Corps Air Station, Cherry Point, 6-10 Sep 1965. A male team of five open division and three seniors will be selected to represent the Navy using the All-Navy Championships as a basis for selection.

Softball (Men) 6-10 Sep 1965

Host—U. S. Naval Air Station, Memphis

Squad Size—16 maximum; includes OIC, manager, coach

Rules—ASA

Type of Tournament—double elimination

Equipment—At least three makes of official softballs sanctioned by the ASA will be furnished by the host command. One make will be designated for use in each game prior to drawing for bracket assignment

World's Championship—Subject to over-all Navy and DOD policy at the time of entry, consideration will be given for a Navy team to participate in the ASA Men's World Fast Pitch Championships using the All-Navy championships as a basis for selection.

Women will qualify for competition in the All-Navy Championship tournament in the same way as men—through regional elimination.

Small Base, Big Bulls-eye

From the CO down, the small Naval Air Facility at Monterey, Calif., is fast becoming known in small arms competition as the team to beat in the 12th Naval District.

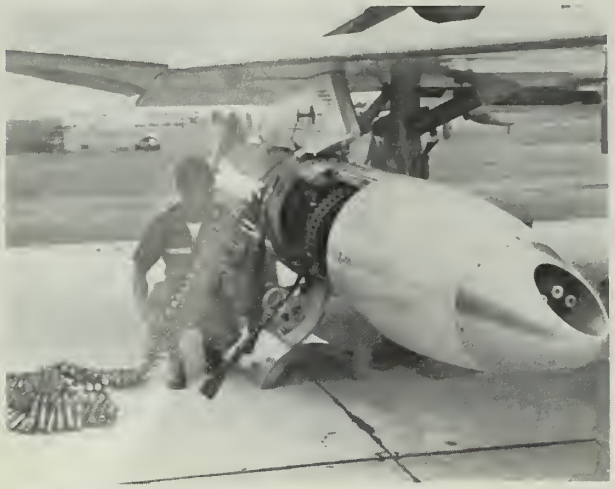
In nine matches the pistol team has won 88 trophies and awards, 16 of them in two District tournaments.

Leading the squad is John C. Simms, ADR2, who began shooting in November 1963. Simms became a Marksman in January, a Sharpshooter in August and an Expert in September. He has contributed 50 awards to the team tally.

Among other team members is Captain M. W. Munk, the facility's commanding officer.

Ammunition and service automatic pistols are furnished the team by the Navy, but the members provide their own pistols for other events. They also pay match entrance fees and transportation costs.

Brief news items about other branches of the armed services.



AMMUNITION is loaded into test gun pod on AF F4C *Phantom*. Pod's 20-mm gun fires 6000 rounds a minute.

SOON WE WILL KNOW precisely where Iwo Jima and several other Pacific islands are located, thanks to the Army Map Service and a SECOR satellite.

SECOR (Sequential Collation of Range) is an electronic system that utilizes radio signals to measure distances up to 1000 miles accurately within 30 meters. When operated from an orbiting satellite, it allows for pinpointing the exact geodetic location of land bodies which are separated by large expanses of water. In many cases, this information is not available in such precise form.

This system is also helping scientists determine the exact size and shape of the earth.

It is difficult or impossible to determine the exact locations of mid-ocean islands using conventional methods, because accurate relative distances from other sites, whose locations are known, cannot be computed.

To determine a particular site's geodetic location with the SECOR satellite, ground stations are set up at three other sites, within a certain radius, whose locations have already been determined, and at the fourth site.

As the satellite passes, each of the four stations, in sequence, transmits a phase modulated signal.

On the satellite is a transistorized electronic device which receives and retransmits these signals back to the respective ground stations. In this manner the range from the satellite to each ground station can be measured.

Through triangulation, the location of the fourth site can be calculated. This station can then be used as one of the three known locations for determing the location of another unknown site.

★ ★ ★

THE COAST GUARD recently decided its Bering Sea Patrol had expanded its scope sufficiently to warrant the name Alaska Patrol. There was good reason for the change.

The earlier patrol was sponsored by the Revenue Cutter Service (the Coast Guard's predecessor) and was begun in 1867—shortly after the United States purchased Alaska from Russia.

Alaska, in those days, was principally uncharted wilderness. Its population lived in scattered outposts which were remnants of Russian rule. The first job done by the service was to send the cutter *Lincoln* north to explore Alaskan waters and take part in a survey of the newly acquired territory's natural resources.

As Alaska's wealth became known, people coming into the territory brought their troubles with them. Revenue Service cutters were frequently the seats of justice during these rough and tumble days. The Service's *Bear*, for example, became famous in Alaska as a floating court.

In 1895, the Revenue Cutter Service strengthened the patrol operations which it had started 28 years earlier by sending additional cutters northward to officially form the Bering Sea Patrol Force.

The patrol's principal function was to enforce the terms of treaties negotiated with Russia, Japan and Great Britain to regulate sealing and fishing in Alaskan waters.

The patrol also brought medical and dental personnel

EXPERIMENTAL JET—YF-12A, capable of sustained 2000-mph flights, is being tested as a long-range interceptor.

LOAD CARRYING device being tested by Army was designed for use as supply carrier for small units in normally inaccessible areas. Fiber glass cart has wide wheel for land use, can be opened into two-man boat as needed.

to the Eskimos in remote settlements—a practice which was recently expanded by using aircraft instead of ships.

Nowadays, Coast Guard planes combine their efforts with the Coast Guard cutters and personnel to carry out air-surface reconnaissance; make seismic studies; continue conservation work; conduct medical missions and make oceanographic studies which are invaluable to Alaskan fisheries.

All these services have firmly established the old patrol in the esteem of people all over Alaska.

★ ★ ★

THE AIR FORCE expects to orbit an experimental fuel cell early this year which will produce both electricity for space power and water sufficiently pure to drink.

The cell, which is actually an electrical battery, combines hydrogen and oxygen to produce electricity and water. The water is a by-product of electrochemical reaction within the cell and must be removed to permit efficient generation of electricity.

The fuel cell will be placed into orbit by a carrier rocket launched from Vandenberg Air Force Base, Calif., and is expected to operate for two days to produce approximately 1.6 volts and 31 amperes of electricity. If the tests are successful, the cell may be used to drive equipment in future aerospace craft.

Information on voltage, amperage, temperatures and pressures will be telemetered to stations on the earth and the Air Force will keep a special watch on how the orbiting fuel cell withstands thermal cycling.

Tests have already been made in aircraft to determine how efficiently the cell operates under weightless conditions. The cell has also been satisfactorily tested for vibration, resistance to environmental conditions, heat, shock and acceleration.

★ ★ ★

THE ARMY'S NEW "starlight scope" might be the answer to an infantryman's dream. It is a night vision device that enables a soldier to see the enemy in almost total darkness, without the enemy being aware that he is being observed.

The scope weighs less than six pounds and can be attached to a standard rifle. It is presently in the prototype stage, and ready for production.

This new instrument magnifies existing moonlight, or even starlight, to such a degree that enemy activities or locations as much as 1000 yards away can be seen readily in near darkness.

The starlight scope is not the same as the "sniperscope" of WW II, which used infrared rays to actually illuminate a target. Trouble with this system was that an enemy with an infrared detector could see the sniperscope operator's position just as readily.

There is no infrared usage with the starlight scope. The instrument solely employs existing light and magnifies it.

Also, two larger models of greater efficiency have been designed—one of 20 pounds for mounting on a machinegun or recoilless rifle, and the other of 40 pounds which would be used on a tripod. Other mounts are under consideration, for night driving and for airplane observers.

In any case, it appears the modern infantryman may soon benefit from being able to turn night into day.

TOW SIGHT—Army UH-1B helicopter takes off on accuracy test of experimental sight for launching TOW missile.

THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• OVERSEAS MAIL ADDRESS—The Army, Navy, and Air Force will change their overseas mail address system the first of this month. The new address system discontinues use of the old style Army and Navy post office numbers in addresses and will use a five-digit ZIP Code type number to indicate the geographical location of overseas addresses.

This means that more than one million overseas servicemen and their dependents will have new addresses, but postal authorities expect that the resulting reduction in routing and sorting time will ultimately reduce mail delivery time to compensate for any temporary inconveniences the change might cause initially.

The currently assigned Navy and Army one to four digit numbers will give way to five-digit numbers used in the same manner as ZIP Code numbers. New York APO and FPO addresses will use numbers from 09001 through 09999 with FPO addresses using the numbers 09501 through 09599; San Francisco APO and FPO addresses will use numbers 96201 through 96699 with FPO addresses using the numbers 96601 through 96699; Seattle APO and FPO addresses will use numbers 98701 through 98799 with FPO addresses using the numbers 98790 through 98799.

The five-digit ZIP Code type numbers have been introduced because they can be adapted to automatic data-processing equipment. It is anticipated that, within two years, optical scanners will be able to sort mail electrically.

In the meantime, those who forget to use the new numbers won't be completely ignored. Mail bearing the old post office numbers will continue to be delivered during the transition period.

• FEBRUARY EXAMS—The schedule for the February 1965 Navy-wide examinations for advancement in rating has been announced by BuPers.

Requests for February exams should have reached the Naval Examing Center not later than 15 Dec 1964. If, for any reason, an activity was unable to comply with this procedure, requests should be sent by message, letter or Examination Request Form (NavPers 585) to reach the Exam Center not later than 15 Jan 1965.

A change has been made in the time allowed for ordering substitute examinations. Requests for substitute exams must reach the Naval Examing Center not later than two weeks after the date of the exam. Previously there was a one-month time allowance.

Requests for substitute exams must include a justification, but neither administrative error nor annual leave are normally acceptable reasons.

Following is the February examination schedule:

Exam For	*Date*
E-4	2 Feb
E-5	4 Feb
E-6	9 Feb
E-7	11 Feb

Some minor changes have been made regarding preparation of NavPers 624 (which accompanies each exam). These changes are the concern of personnel offices preparing these forms. BuPers Notice 1418 of 22 Oct 1964 should be reviewed for details.

All Aircontrolmen must possess either the FAA Form ACA-578A or FAA Form ACA-1710, and a class II medical certificate, before taking the exam for advancement. Overseas stations where FAA examination facilities are not available may request waivers of the form ACA-578A, on an individual basis, from the Chief of Naval Personnel, Pers B-2127.

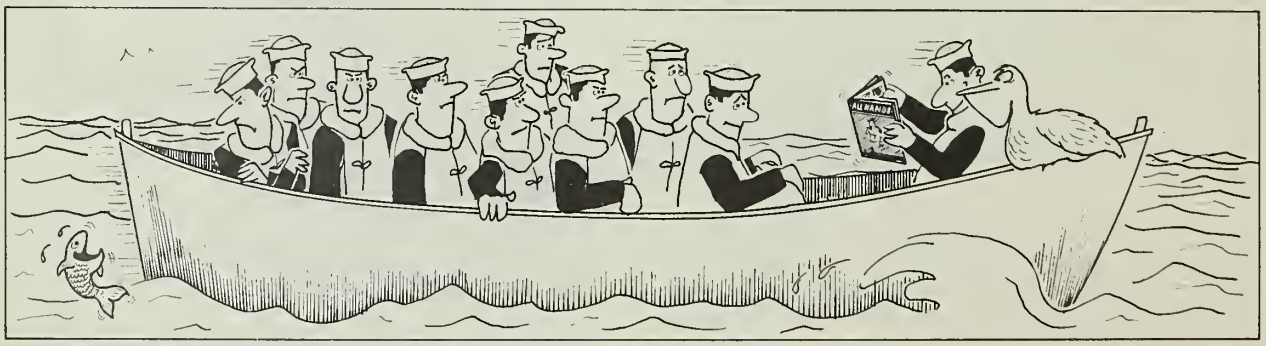
Men who converted from MT to FTM or FT under the provisions of BuPers Notice 1440 of 28 May 1964, who elect the option of taking the MT exam for advancement in the FT rating, shall indicate on their NavPers 624, in the lower right hand corner, "ALT PATH OF ADV AUTH BY BUPERSNOTE 1440 OF 28 MAY 1964."

Naval Reserve personnel serving on temporary active duty (150 days or less) will not be administered a Navy-wide examination. Advancement procedures for personnel in this category are the same as for personnel on inactive duty.

Personnel serving in pay grade E-6 who are competing in the Warrant Officer Program, and whose advancement to E-7 has not already been authorized (including those who are not eligible for advancement to E-7 because of insufficient time in rate), must take and pass the February exam for pay grade E-7 in order to be considered for selection in the Warrant Officer Program.

Other details on this subject may be found in BuPers Notice 1418 of 22 Oct 1964.

• 1300 SELECTED FOR PG SCHOOL—The list of officers who will be ordered to postgraduate school during academic year 1965-1966 has been published by BuPers. Not counting alternates, there were 1300



TO THE RESCUE—Don't leave your shipmates at sea. Remember ALL HANDS Magazine is intended for ten Navymen.

officers on the list—slightly more than chosen last year.

Of the 1300, 817 will receive technical training, probably at the Naval Postgraduate School in Monterey, Calif. Most of the remaining 483 officers will attend civilian universities, 288 for postgraduate non-technical schooling and 195 for undergraduate work leading to a BS or BA degree.

Officers who do not qualify for schooling due to rotation stipulations but who will go to school later were also listed. More information may be found in BuPers Notice 1520 dated 20 Oct 1964.

• **MSC SELECTIONS**—Selection of 40 men in medical and dental ratings who have been recommended for appointment to the grade of ensign, Medical Service Corps (Supply and Administration Section), Regular Navy, has been made by the Naval Examining Board.

Individual notification of selection or non-selection will not be made. Applicants who applied and whose names did not appear in BuPers Notice 1120 of 8 Oct 1964 were not selected. But, as usual, non-selection should not be construed as a reflection on the personal, professional or military qualifications of the individual concerned, but rather the result of extremely intense competition.

The first group of 20 selectees will be ordered to officer indoctrination training at Newport, R. I., on 3 Jan 1965. The second group is scheduled to report on 14 Feb 1965. Following indoctrination, selectees will be ordered to new duty stations.

All candidates have been selected for the 2302 designator and will be tendered temporary appointments. To make personal plans easier, temporary duty at Newport will be performed incident to a permanent change of station.

• **SHIPYARDS CLOSED**—The Defense Department has moved to close 95 military bases in an effort to reduce expenses without impairing the nation's defense capacity. The naval shipyards at Portsmouth, N. H., and Brooklyn, N. Y., are among those scheduled to be shut down. The Navy now has 11 shipyards. While the closings will reduce this number to nine, the Portsmouth yard will probably be reduced over an extended period of 10 years, to provide a graduated conversion period in that area. The Brooklyn shipyard may be closed within 12 to 18 months, it was said.

West Coast shipyards were not entirely unaffected. Both the Mare Island and San Francisco yards will be retained but have been ordered to operate under single management.

Other naval shipyards are at Philadelphia, Pa.; Boston, Mass.; Norfolk, Va.; Charleston, S. C.; Puget Sound, Wash.; Long Beach, Calif.; and Pearl Harbor, Hawaii.

The closings will still leave the Navy with the following industrial capabilities on each coast:

• Three shipyards for overhauling nuclear submarines;

• Three shipyards capable of installing, maintaining and checking out highly sophisticated electronic equipment and missile weapons systems; and

• One shipyard on each coast to repair surface nuclear ships.

Sharpen Those Wits Men, Cartoon Time Is Here

ALL HANDS Magazine again extends to Navy cartoonists its annual invitation to enter the All-Navy Comic Cartoon Contest. This year's contest, the 10th, was briefly mentioned in last month's issue, and is open to all active duty Navy personnel and their dependents.

Entries must be in black ink on 8 by 10½ inch white paper or illustration board. They must be gag or situation cartoons in good taste, suitable for general use and have a Navy theme or background.

Contestants may enter as many cartoons as they wish so long as the following information and statements are securely attached directly to the back of *each* entry: The full name of the originator; his rate or grade; service/file number; his duty station and the name of his hometown newspaper(s); his command recreation fund administrator and a brief statement certifying that the cartoon is original.

The following statement must also be included: "All claims to the attached entry are waived and I understand the Department of the Navy may use as desired." This should be signed by the contestant.

Beneath this statement should be written " "forwarded" with the signature of the contestant's commanding officer or his designated representative.

Entries from dependents of active duty Navymen should bear this statement: "I am dependent of———— rate/grade, etc."

Lost of luck to all of you.

QUIZ AWEIGH

The first U.S. astronaut was a Navyman, the first U.S. satellite (Vanguard I) was designed and built at the Naval Research Labaratary, and there is every indicatian the Navy will cantinue ta play a majar part in the space pragram. If yau're still skeptical yau might read Alnav 45, which asks far Navy valunteers wha are willing ta underga astranaut training.

There are appartunities far these men ta ga far in their field. Haw much da yau knaw abaut where they're headed?

1. The United States hopes ta land a man on the moon befare 1970. It should be quite a trip. Approximately how far is the moon from the earth?

(a) 800,000 miles
(b) 310,000 miles
(c) 240,000 miles.

2. After landing on the moon, the next step will probably be a trip ta anather planet (there are nine in the solar system). Not caunting the earth, how many are visible to the naked eye?

(a) Faur
(b) Five
(c) Seven.

3. Should an object an the earth reach a certain speed, it would shaot aff inta space without additianal pawer. The speed is called the escape velocity—haw fast is it

(a) Seven miles per second
(b) Thirteen miles per second
(c) Eighteen miles per secand.

4. The Milky Way is a spiral galaxy composed af abaut 100,000,000,000 stars. The sun, alang with earth and the eight other planets, are locoted:

(a) Nearer the center af the galaxy
(b) Nearer the autside edge of the galaxy
(c) Completely outside the galaxy.

5. We're sure yau answered the abave questians carrectly, so here's one to separate the men fram the boys:

Araund the salar system's nine planets revolve 31 knawn moons. Two of these maons are abaut the size of the smallest planet. Name the two maans, the planet around which they revalve, and the smallest planet. If ony part of your answer is carrect, take credit for the question.

Answers to Quiz Aweigh moy be found on page 55.

THE BULLETIN BOARD

Is It Getting Close to That Time? Facts on the Fleet Reserve

As more and more Navymen rack up enough service to make them eligible for the Fleet Reserve, a good many questions arise.

This is understandable. It's a new and big step. We're happy and flattered that many a man facing the new future turns to All Hands for his answers. We note, however, that the questions tend to follow a definite pattern. Generally speaking, the questions that arise to plague one man seem equally to bother his shipmates.

Nevertheless, there have been some relatively minor changes made since we last published, in February 1961, our question and answer series concerning these problems. Further, those interested in the Fleet Reserve today weren't, perhaps, too fascinated by the subject three years ago.

So here we are with the latest report on the subject:

Just what is the Fleet Reserve?

It is a force of former warrant and commissioned officers and enlisted men who have left the Navy after at least 19 and one-half years' active duty but with less than the 30 years of service (active and Fleet Reserve) needed to retire.

These men may be recalled in time of war or national emergency and are subject to the Uniform Code of Military Justice.

During his years in the Fleet Reserve, a Navyman draws retainer pay (not retired pay).

What is the status of commissioned and warrant officers in the Fleet Reserve?

The Fleet Reserve is strictly an enlisted man's organization. There are, however, many members who have held temporary rank as commissioned or warrant officers who have reverted to their enlisted status (voluntarily or otherwise) before becoming Fleet Reservists.

While these one-time officers are in the Fleet Reserve they receive retainer pay commensurate with their permanent enlisted status. However, when they retire, after a minimum of 30 years of service (20 active and 10 in the Fleet Reserve) former warrant and commissioned officers receive the retired pay of the highest rank in which they served.

What are the eligibility requirements for transfer to the Fleet Reserve?

Eligibility requirements for transfer to the Fleet Reserve vary. The most practical way of learning the requirements which apply to your particular case is to consult *BuPers Manual*, Part C, Chapter 13, Section Four. The conditions under which transfer to the Fleet Reserve may be deferred are given in BuPers Inst. 1830.1A.

Are there any restrictions on men who want to serve more than 20 years' active duty?

Yes. Men in the SD rating who desire retention beyond 20 years must request it in accordance with BuPers Inst. 1133.16. This is due to an overcrowding of the rating.

I plan to reenlist five months before I complete my 19 and one-half years' service. How much of this enlistment must I serve before I can transfer to the Fleet Reserve?

You must serve a minimum of six months to provide sufficient time to order in your relief. However, BuPers Inst. 1830.1A suggests you submit your request for transfer to the Fleet Reserve one year in advance. Those who can would be wise to comply with this suggestion.

Besides the six months' minimum time you must serve to provide for a replacement, there are other factors which might retain you on active duty beyond 19 and six. You must, for example, have served one year aboard your duty station and have completed all obligated service incurred by any active duty agreement you may have made.

An "active duty agreement" should not be confused with an extension of enlistment. An extension may be broken if all other eligibility requirements are satisfied. An active duty agreement cannot be broken.

I have spent eight and one-half years as a warrant officer and I am approaching 20 years' service. Can I go into the Fleet Reserve as a CWO at that time or will I be reverted to my permanent CPO rating?

As mentioned before, the Fleet Reserve is strictly an enlisted man's organization; therefore, you could not become a member unless you reverted to your permanent CPO rating.

This is not, however, the only alternative open in your particular case. If you are serving in a warrant grade, you may be retired as a warrant officer when you complete 20 years' active service without regard to length of service as an officer.

Article C-13405 of BuPers Manual states that when transferred to the Fleet Reserve, a man may be eligible for an additional 10 per cent retainer pay if he has been decorated for extraordinary heroism. I was so decorated; how can I get it?

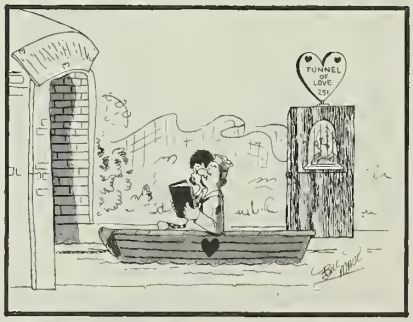
When you are eligible for the Fleet Reserve, you will receive from BuPers the Fleet Reserve Transfer Authorization (NavPers 631).

If you were decorated for extraordinary heroism, Paragraph four of the authorization will contain this statement: "Was reported for extraordinary heroism in line of duty." This will get you the extra money—no further correspondence is needed. The determination as to whether or not extraordinary heroism may be credited is automatically made by the Secretary of the Navy in each case.

A man was recently reduced in rate but retained on active duty. Since he is now ready for transfer to the Fleet Reserve, will his retainer pay be

All-Navy Cartoon Contest

William R. Maul, CTCA USN



"I feel I should read and explain the following very carefully . . . 'Article 94 . . . Mutiny' . . ."

computed at the present or former rate?

His retainer pay will be computed on the basic pay he is receiving at the time he transfers to the Fleet Reserve. Even after 30 years' service his pay remains the same.

I enlisted for a minority cruise in January 1941 and at the end of my enlistment in March 1944, I extended my enlistment for two years. Since I didn't actually reenlist, will that minority cruise count as four years for constructive time?

Yes.

Is there any difference in the retainer pay between 19 and one-half years' day-for-day service and a full 20?

No. The Comptroller General of the United States has determined that it is legal to credit a fractional year of six months or more as a full year of service for basic pay purposes when computing retainer pay based on the percentage method for transfer to the Fleet Reserve.

How do I compute retainer pay when constructive service is involved?

While there are several classes of Fleet Reservists, nearly all men now on duty will be eligible for transfer only to Class F-6.

Upon transfer to the Fleet Reserve, Class F-6, you will be entitled to receive retainer pay computed at the rate of two and one-half per cent of your enlisted base pay multiplied by the number of years of active federal service.

Navymen retire in different pay grades with varying lengths of service. However, a good portion of enlisted personnel transfer to the Fleet Reserve on 20 as chief petty officers in pay grade E-7.

A sample of the basic monthly retainer pay for a CPO's grade is given below: The figures shown are subject to upward revision to match increases in the Labor Department's Consumer Price Index.

SAMPLE RETAINER/RETIRED PAY FOR A CHIEF PETTY OFFICER

Years of Active Service	Monthly Pay
20	$192.15
21	201.76
22	225.72
23	235.98
24	246.24
25	256.50
26	299.91
27	311.45
28	322.98
29	334.52
30	346.05

Some Basic Facts on Constructive Pay

ANY NAVYMAN who begins thinking about retirement inevitably reaches for pencil and paper to figure just how much time he has toward his 20. When he begins toting up the score, however, he frequently finds that computing active service time is more complicated than adding two and two.

Since many of these stymied mathematicians put down their pencils and fire off a letter on the subject to ALL HANDS, we thought it high time to review the procedure.

Before you start figuring, it might be well to break out the *BuPers Manual* and look up Art. C-13407-(1) (a) which reads in part:

" . . . In computing Naval service for transfer to the Fleet Reserve, completed enlistments during minority including minority enlistments terminated within three months, count as 4 years, and any enlistment terminated within three months prior to expiration of the term of such enlistment counts as the full term for which enlisted." Inactive Reserve service cannot be counted toward service for transfer to Fleet Reserve.

To get the full picture, it is necessary to quote a section of part (b) of the same Article:

" . . . In computing active Federal service for transfer to the Fleet Reserve a fractional year of service of six months or more may be counted as a full year."

With the meat of both parts of the

HOW DID IT START

Naval Research Lab

In 1915, in an interview with o New York newspoperman, Thomos A. Edisan said the Novy needed o scientific staff to sift the ideas of an inventive notian, ond a naval laboratory where inventions could be tested and adopted ta the needs of the Navy.

A newspoper beoring a copy of that interview eventually wound up on the Washingtan desk of Josephus Daniels, Secretary of the Novy.

The Secretary was, at that time, faced with the fact of preparing the Navy for a wor which was beginning to look unavoidable, so Edison's suggestion impressed him. Doniels wrote o letter to the master inventor, osking him to recruit o technicol advisory stoff composed of leoding scientists. Such a stoff, he soid in the letter, could sort through the mony inventions submitted to the Navy ond recommend those which showed merit.

Edison complied, and by October he hod recruited 24 of the biggest nomes in the scientific ond engineering world. One of the first octions of this group was ta recammend the Novy build a research laborotory. A deserted field on the eost bonk of the Potomoc River in Woshington, D.C., wos selected.

One yeor loter Cangress outhorized $1,000,000 for the project, to be storted in 1917. But in 1917 the nation wos plunged into World War I ond the plons were pigeonholed while U. S. scientists devoted their attentions to the devalpment of wor mochinery. The lob wos not forgotten, however, ond after the wor the plans were revived. In December 1920 Secretary Doniels turned the first shovelful of dirt ot the building site and the workmen moved in. The Navol Experimental and Research Laborotory wos dedicoted on 2 Jul 1923.

Navy reseorchers, who had until then worked in improvised loborotories nearby, maved bag, baggoge ond test tubes into the new buildings. Among these men were two rodio experts who, one yeor before, hod observed curious effects when o ship possed between two rodio instollations. In the 1930's their project led to one of the greotest successes ever ochieved ot the lob—the birth ond development of rodor.

Since then, NRL reseorchers hove spent their time developing inventians which have changed the Navy. Within recent yeors they conducted the Vonguord Project, were instrumentol in lounching the *Lofti* series of cammunicotions satellites, developed an underwater television comero which hos been used for deep oceon surveillonce in the North Atlontic, ond pioneered in the develapment of procedures by which metols moy be used sofely in structure without risk of cotostrophic failure. NRL presently canducts about 400 concurrent research projects.

Article in mind, let's consider a hypothetical case which should clarify some of the questions which concern computations of service for transfer to the Fleet Reserve.

The man used in the example on this page is a CPO who enlisted on a minority cruise when he was 17 years and nine months old and had *no* lost time during his career. The same principles of figuring pay can be used for any pay grade.

As you can see in the table, on 23 Feb 1961 the man had served 14-03-04 day for day, with constructive time of 16-00-00. He could then reenlist for six years on 24 Feb 1961, serve until 3 Sep 1964, have 19-6-10 constructive time and only 17-09-14 actual time.

Based on present pay scales and if he decided to go out on 3 Sep 1964, his retainer pay would be $189.60 a month. This is computed by multiplying $379.20 (over 18) by two and one-half per cent, times 20.

Why is it correct to use the base pay figure of "over 18" when he served only 17-09-14? Without adding confusion, just go back to part (b) of Art. C-13407(1).

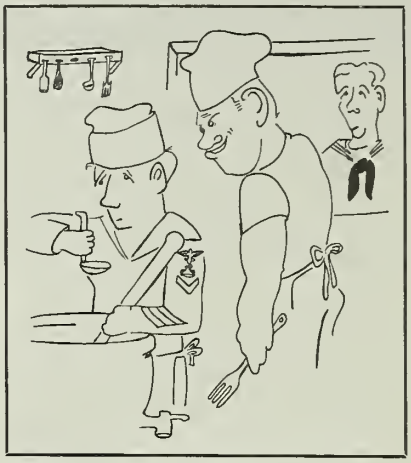
To carry the chief's case further, suppose he decided to stay until 29 May 1966. He would have served 19-06-10 day for day, and have constructive time of 21-03-06. In this case, based on present day scales, his retainer pay would be $201.76. This is computed by multiplying $384.30 (over 20) by two and one-half per cent, times 21 (years of constructive service).

Here are answers to questions on the subject of computing service time.

Just what is constructive service?

The term "constructive service" means service for which credit is given although the service was not actually performed.

All-Navy Cartoon Contest
James R. Branum, CT1 USN



"Must be new aboard; he wants seconds."

What's the difference between day-for-day time and constructive service time?

Day-for-day time is the number of days, figured on the basis of 30 days to a month, that you actually served while in the federal service. This includes all service in the Army, Navy, Air Force, Marine Corps, Coast Guard, or any Reserve component thereof. It also includes the State National Guard when it is activated and mustered as an integral part into the U. S. Army.

Is constructive service computed automatically or must I ask for it in my request for transfer to the Fleet Reserve?

You don't have to ask. Computation has been automatic since 13 Mar 1959.

How long before transfer to the Fleet Reserve can I put in my papers?

Up to one year before actual transfer to Fleet Reserve. (See Art. C-13402(1), *BuPers Manual*.)

If I complete exactly 22 years of service as of midnight on the date of transfer to the Fleet Reserve, would I be entitled to compute my retainer pay on the basis of 22 full years of active federal service for percentage multiple purposes? And would I be considered as having completed over 22 years of cumulative service for the purpose of establishing the applicable rate of basic pay to be used in the computation of retainer pay?

For a lengthy question, a short answer—Yes.

What is the rule on figuring lost time?

This gets complicated, so look at *BuPers Manual*, Art. C-10304A.

What if I set my date for transfer and, through my own fault, put down the wrong one?

The correct date will be set for you when your time is computed in the Bureau and you will be notified if there is any change.

What happens if I go into the Fleet Reserve with 19 and one-half years and become disabled with less than 30 per cent disability before completing a total of 20 years?

You would be placed on the retired list at the same rate of pay. You would *not* get severance pay.

Navy Is Willing to Give A Hand If You Are Ready To Work for That Commission

So you want a commission? What do you plan to do about it? Do you want the Navy to give you a helping hand? Do you believe the Navy is interested in helping you along the road to a commission?

This is a reminder that the Navy is ready, willing and able to do everything it can to help you, if you've got what it takes to become a midshipman in the U. S. Naval Academy and are ready and willing to help yourself.

What does it take?

It takes a young man with above average ability, in good health physically and mentally, who has a strong desire to attend the Naval Academy. If that includes you, check these other requirements:

You must be a U. S. citizen, and will not pass your 21st birthday before 1 Jul 1965. You must be a high school graduate, or lack only a few credits for your diploma—but you must have a good high school record. You must have a combined GCT/ARI score of at least 118.

You must be unmarried, and be

HOW TO COMPUTE SERVICE FOR TRANSFER TO FLEET RESERVE
HERE'S A SAMPLE OF A TYPICAL NAVYMAN

ENLISTED/REENLISTED	DISCHARGED	DAY-FOR-DAY TIME Yr. Mo. Day	CONSTRUCTIVE TIME Yr. Mo. Day
20 Nov 1946 (minority)	19 Feb 1950	03-03-00	04-00-00
20 Feb 1950 (for 4)	20 Nov 1953	03-09-01	04-00-00
21 Nov 1953 (for 2)	21 Aug 1955	01-09-01	02-00-00
22 Aug 1955 (for 2)	22 May 1957	01-09-01	02-00-00
23 May 1957 (for 4)	23 Feb 1961	03-09-01	04-00-00
24 Feb 1961 (for 6)	*3 Sep 1964	03-06-10	03-06-10
	**29 May 1966	05-03-06	05-03-06

* Date on which man could go into FR using constructive time.
** Date on which man could go into FR using day-for-day time.

recommended for the program by your commanding officer. And you must pass the physical exam.

With these qualifications, you are eligible to compete in an exceptional program. Here's what it consists of:

Each year the Secretary of the Navy is authorized to appoint a quota of enlisted men, USN or USNR, serving on active duty in the Regular Navy and Marine Corps, to the Naval Academy.

Those who are eligible and who volunteer for this program are screened by a selection board. From their ranks, about 350 of the most qualified and most promising will be selected for a nine-month training program which is designed to prepare them for the Academy entrance exams.

The training takes place at the Naval Preparatory School in Bainbridge, Md. (For a comprehensive look at the Prep School, consult ALL HANDS, March 1964, page 12.) It consists of an intensive review—at an accelerated pace—of a secondary school curriculum in all those subjects which are most important at the Academy.

Successful candidates are subsequently enrolled as midshipmen in the Naval Academy and, upon completion of the course of study there, graduate with a degree, a commission, and a new lease on life. And the Navy has helped them every step of the way.

Now is the time to take stock of yourself and decide for the future. Good men are in demand, and there's a bright future reserved for you if you care to claim it.

The program will be announced officially a short time from now. You can review the application procedure in advance by consulting the current copy of BuPers Notice 1531.

If you intend to apply, there's one more thing you should do this year to increase your chances.

The Secretary of the Navy's quota of appointments for active duty Regulars has been reduced by 75, from 160 to 85, effective this year. (A similar reduction has been made in the Reserve service quota.) This means that all Prep School students who do not have an appointment to the Naval Academy from any other source will be competing for the 85 SecNav direct appointments.

The 75 appointments which were taken from the SecNav direct service quota have in turn been reassigned to SecNav, but can be used only to appoint qualified Congressional alternates.

You should, therefore, make every effort to obtain a Congressional alternate appointment to increase your chances under the quota limitations. This would provide you with two paths to an appointment rather than just one.

Correspondence Courses

Five correspondence courses have been released by the Bureau of Naval Personnel—three for officers and two for enlisted men. They are:

OCC Shipboard Electrical Systems (NavPers 10991-A) which supersedes NavPers 10991-2; OCC Naval Arctic Operations (NavPers 10946-A), which supersedes NavPers 10946-2 and OCC Operational Communications (NavPers 10760-A) classified confidential.

ECC Engineman 3 and 2 (NavPers 91519-2) supersedes NavPers 91518-1A and NavPers 91519-1. ECC Aviation Fire Control Technician 2 (NavPers 91634-2) which is classified confidential, supersedes NavPers 91634-1.

Yeoman Study Guide Success Shatters Bainbridge Budget

As almost every wide-awake yeoman knows, the Yeoman "B" School Study Guide prepared by the Service School Command at Bainbridge is just about the finest handbook available for those studying for advancement.

It's been so popular with those who know that the demand has just about wrecked the Command's budget. These study guides have, in the past, been produced by the Command for the convenience of eligible yeomen who were preparing to take the advancement exam.

But there is still one way to receive your copy—attend "B" school. The course is seven weeks long, and you can either attend on normal rotation from shore to sea duty or returnable quota basis as a reenlistment incentive. Hardly any of the classes are filled to capacity.

Here's something else you might keep in mind: The school also has a "C" course for well-qualified second class yeomen and above. This course is 16 weeks in length and prepares you for assignment to writers' billets.

NOW HERE'S THIS

Ocean-Going Locomotive

Navy tradition dictates that, whenever possible, some form of entertainment be given by the host ship during underway replenishment. If a ship has a military band on board, its musicians can usually be found on deck providing some lively music.

Other ships have varied the tradition to fit their facilities and their imaginations.

***USS Mount Baker* (AE 4) went so far as to install a calliope aboard and provide circus music during underway replenishment.**

Now comes word from *USS Castor* (AKS 1) which takes pride in the sobriquet of 'WestPac Express.'

Castor, it seems, salvaged a genuine steam locomotive whistle from a Japanese railroad scrap heap and installed it on board.

Nowadays, when Castor steams alongside the ship it is to replenish, a Castor Navyman dressed in engineer's cap and over-alls greets unsuspecting sailors with several long blasts on the locomotive whistle.

A combo composed of a snare drum and three guitars then break into "She'll be Comin' 'round the Mountain," complete with locomotive noises.

After the first number by the guitar plunkers comes a rendition of "The Atchison Topeka and the Santa Fe" followed by a chummy little number ideal for UNREPS called "Side by Side."

Castor has always abided by the motto "You call, we haul". Now she's willing to provide a show and replenish in jig time.

Changes in the Seavey Rotation System Which May Affect You

SOME CHANGES in the Seavey (sea to shore rotation) system in the coming year will affect enlisted personnel in all ratings which come under Seavey for rotation purposes.

These changes will be published soon in Change Nine to the *Enlisted Transfer Manual;* however, some advance information on this subject had been published in BuPers Notice 1306 of 1 Nov 1964. Here's a glimpse at what the changes will mean to you.

First, and most significant, all ratings will soon be surveyed three times a year—instead of once—to determine the number of billet vacancies occurring ashore. Your rating will no longer come under one of three Seavey segments which are surveyed once a year. Instead, there will be three segments, identified as Seavey A, B and C, followed by the year, and each will include *all* the Seavey ratings. (The next segment, for example—the first under the new system—will be Seavey A-65.)

Sea duty commencement dates for each rate will also be adjusted—as vacancies dictate—up to three times a year. This can mean that you will become eligible for orders ashore much sooner than if your rating were surveyed only once a year. In many cases it can mean, for example, that if you missed the previous cutoff by one month, chances are fairly good that you will be picked up by Seavey on the following go-around—four months instead of one year later.

But, as with any major change in a complex system, there will of necessity be a phasing-in period. So while some changes will occur early in 1965, the new system will not be fully operative until Seavey C-65 comes up on 1 October, and only those ratings presently included in Segment One of the outgoing system will receive the full benefits of the new system from the start.

Here, briefly, is how Seavey will operate in 1965:

On 1 February, Seavey A-65 will go in effect. All ratings formerly identified as Segment One of Seavey will be surveyed during this time (the list of rates and ratings and cutoff dates of Seavey A-65 follow this article).

On 1 June, Seavey B-65 will go in effect. All ratings formerly identified as Segment One and Segment Two will be surveyed during this time.

On 1 October, Seavey C-65 will go in effect. At this time all ratings included in Seavey will be surveyed, and the new system will be in full operation thereafter.

Eligibility

One important change has been made in the eligibility requirements for Seavey. The primary requirement—that your sea duty commenced in or before the month and year specified in the cutoff date for your rate and rating—still, of course, applies. In addition, before your rotation data card (which records your duty preferences and other rotation information) can be submitted to the appropriate PAMI (Personnel Accounting Machine Installation), you must have sufficient obligated service to qualify for shore duty. This is a new requirement.

For Seavey A-65, for example, everyone who is otherwise eligible for rotation must also have an active duty obligation to May 1967 or later.

You can satisfy this requirement by agreeing to extend your enlistment for at least the minimum time required, or by shipping over—depending on when your present enlistment expires.

However, the extension procedure has also been modified. Now, for normal Seavey rotation, you cannot extend with the condition that you will receive orders to a specified location or type of duty. The only condition that can be made on your extension is that you will be recorded in Seavey.

A listing of those who will be eligible for Seavey A-65 will be compiled by BuPers in February. No information on the status of those who are eligible for Seavey A-65 can be given by BuPers before that time.

For the time being, you can determine your eligibility by checking off the following requirements for Seavey A-65:

- You must be in an on board for duty status at your present command (permanently assigned; not in a temporary duty or transient status).
- You must be in a rate eligible for Seavey A-65, as specified in the following list.
- You must have commenced a continuous tour of sea duty in or before the month specified for your rate.
- You must have an active duty obligation to May 1967 or later.

Here are two other points:

If you have recently been advanced (effective 16 Nov 1964), you are considered as serving in your new rate for purposes of determining your eligibility.

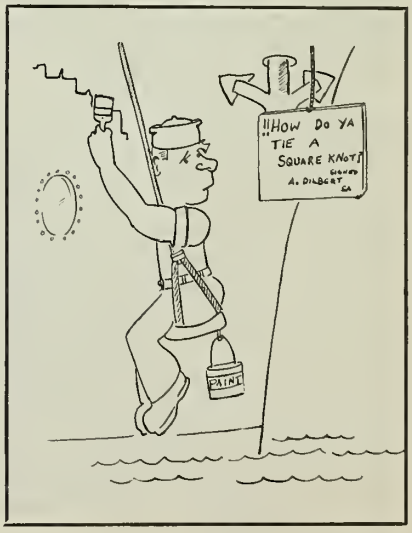
Or, if you hold a conversion PNEC (XX99), you will be considered as serving in the rating to which you are converting.

The Bureau also requires that you

All-Navy Cartoon Contest
Samuel C. Richardson, PHAN, USN.

"Every year it's the same old thing. I go up to the I&E office and I can't decide what I want to strike for."

All-Navy Cartoon Contest
James R. Branum, CT1, USN



Sea Duty Commencement Cutoff Dates For Seavey A-65

Rate	Date	Rate	Date	Rate	Date	Rate	Date	Rate	Date	Rate	Date
BMCM	Nav 61	ET1	Dec 62	GMG3	Dec 59	MTCM	Dec 62	OMC	Jul 61	SM2	Dec 57
8MCS	Jan 62	ETN2	Dec 62	GMGSN	Dec 59	MTCS	Dec 62	OM1	Sep 59	SM3	Mar 58
8MC	Jun 61	ETN3	Dec 62			MTC	Dec 62	OM2	Jun 59	SMSN	Mar 58
BM1	Dec 58	ETNSN	Dec 62	IMCM	Dec 62	MT1	Dec 62	QM3	Jun 60		
8M2	Jun 57	ETR2	Dec 62	IMCS	Mar 61	MT2	Mar 62	QMSN	Jun 60	STCM	Sep 61
8M3	Mar 58	ETR3	Dec 62	IMC	Mar 61	MT3	Dec 61			STCS	Sep 61
8MSN	Mar 58	ETRSN	Dec 62	IM1	Dec 61	MTSN	Dec 61	RDCM	Dec 60	STC	Sep 61
				IM2	Mar 60			RDCS	Mar 61	ST1	Sep 61
DKCM	Dec 62	FTCM	Jan 62	IM3	May 60	OMCM	Jul 62	RDC	Dec 60	STG2	Jan 62
DKCS	Apr 62	FTCS	Jan 62	IMSN	May 60	OMCS	Jul 62	RD1	Dec 59	STG3	Jun 61
DKC	Dec 62	FTC	Jan 62			OMC	Nav 61	RD2	Aug 59	STGSN	Jun 61
DK1	Mar 62	FTG1	Jan 62	JOCM	Dec 62	OM1	Dec 60	RD3	Aug 60	STS2	Jan 62
DK2	Sep 61	FTG2	Jun 61	JOCS	Dec 62	OM2	Dec 60	RDSN	Aug 60	STS3	Jan 61
DK3	Dec 62	FTG3	Jan 60	JOC	Dec 62	OM3	Dec 60			STSSN	Jan 61
DKSN	Dec 62	FTGSN	Jan 60	JO1	Dec 62	OMSN	Dec 60	RMCM	Jun 62		
		FTM1	Jun 61	JO2	Dec 62			RMCS	Mar 62	TMCM	Sep 62
DMCM	Dec 62	FTM2	Jun 61	JO3	Jun 62	PCCM	Dec 62	RMC	Jun 62	TMCS	Sep 62
DMCS	Dec 62	FTM3	Dec 59	JOSN	Jun 62	PCCS	Dec 62	RM1	Jun 61	TMC	Sep 61
DMC	Dec 62	FTMSN	Dec 59			PCC	Aug 61	RM2	Dec 61	TM1	Jun 61
DM1	Dec 62			LICM	Mar 62	PC1	Jun 61	RM3	Dec 62	TM2	Jun 60
DM2	Dec 62	GMCM	Dec 61	LICS	Mar 62	PC2	Aug 60	RMSN	Dec 62	TM3	Jun 60
DM3	Dec 62	GMCS	Dec 61	LIC	May 62	PC3	Jun 60			TMSN	Jun 60
DMSN	Dec 62	GMMC	Jun 61	LI1	Nav 60	PCSN	Jun 60	SKCM	Dec 60		
		GMM1	Jun 61	LI2	Aug 61			SKCS	Dec 60	YNCM	Dec 62
DSCM	Dec 62	GMM2	Dec 58	LI3	Dec 60	PNCM	Dec 62	SKC	Mar 61	YNCS	Dec 62
DSCS	Dec 62	GMM3	Mar 60	LISN	Dec 60	PNCS	Dec 62	SK1	Dec 60	YNC	Dec 62
DSC	Dec 62	GMMSN	Mar 60			PNC	Dec 62	SK2	Dec 60	YN1	Dec 62
DS1	Dec 62	GMTC	Dec 62	MNCM	Jun 62	PN1	Dec 62	SK3	Mar 62	YN2	Dec 62
DS2	Dec 62	GMT1	Dec 62	MNCS	Dec 62	PN2	Dec 62	SKSN	Mar 62	YN3	Dec 62
DS3	Dec 62	GMT2	Dec 62	MNC	Jun 62	PN3	Dec 62			YNSN	Dec 62
DSSN	Dec 62	GMT3	Dec 62	MN1	Aug 62	PNSN	Dec 62	SMCM	Sep 61		
		GMTSN	Dec 62	MN2	Sep 62			SMCS	Sep 61		
ETCM	Dec 62	GMGC	Mar 61	MN3	Dec 62	QMCM	Jan 62	SMC	Sep 61	NEC 1313	Jun 63
ETCS	Dec 62	GMG1	Sep 58	MNSN	Dec 62	QMCS	Mar 62	SM1	Mar 58	NEC 1314	Jun 63
ETC	Dec 62	GMG2	Sep 58								

enter both your dependency status and the location of your household effects in block 15 on your rotation data card, as additional information that will be helpful to you.

Following is a list of the rates, ratings and NECs, with their cutoff dates, which will be included in Seavey A-65. Your personnel office will be calling you down to complete your data card (if you haven't already). It will be forwarded to the appropriate PAMI for processing.

Naval Aviation Observer Billets Are Available

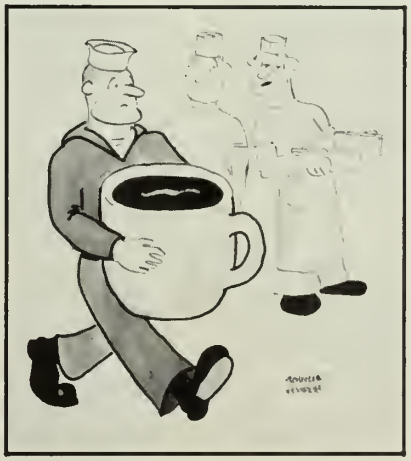
If you're an officer interested in naval aviation but lack the perfect eyesight necessary to pilot today's high performance aircraft, there may be an opening for you in the Naval Aviation Observer (NAO) program. NAOs perform flying duties as bombardier/navigators, controllers, electronic countermeasures officers, airborne intercept officers, photo navigators, ASW tactical evaluators and reconnaissance/attack navigators.

As you can tell by the job titles, NAO duties are exacting and, consequently, entrance requirements for the program are stiff. Waivers, however, may be made in some categories if your record shows superior performance. To qualify for the NAO program you must:

- Hold a commission as ensign or above in the line of the Regular Navy or Naval Reserve or be in training as an officer candidate.
- Be less than 26 years of age at the time of submitting application.
- Be physically qualified and aeronautically adapted for duty involving flying. Generally speaking, the physical requirements are about the same as for pilot training, but eyesight requirements are not as stringent. You may qualify as an airborne intercept officer or bombardier if your vision is 20/20 to 20/50 and correctible to 20/20. All other NAO categories require only 20/100 vision, providing it's correctible to 20/20. You may arrange for a physical examination by any authorized flight surgeon or aviation medical officer on active duty with any branch of service.
- Possess a bachelor's degree, or the equivalent, from an accredited college or university.
- Attain a minimum score of three on the Aviation Qualification Test (AQT). A flight aptitude rating will be administered, but no minimum is required.
- Not have been disenrolled from another military flight training program for any reason other than physical or flight failure.

If you qualify you should request NAO training in accordance with BuPers Inst. 1520.85A.

All-Navy Cartoon Contest
William R. Scheeler, SN, USN and David E. Burbee, FTG2, USN



"New Chief!"

Summary of What Every Navyman Should Know About DD Form 1173

A QUICK CHECK of almost any Navy dependent's purse or wallet would probably show that it contains (among other items) a driver's license, some money and a Uniformed Services Indentification and Privilege Card (DD Form 1173).

As anyone who has one knows, the latter item is a passport to many of the benefits available to dependents of military personnel and is literally worth its weight in gold and then some.

The cards are issued not only to the dependent wife (or husband) of each serviceman (or woman) but to other dependents as well.

The privileges not only continue through the sponsor's active duty but also (provided the card is re-issued) after his retirement, entry into Fleet Reserve or death.

There are few changes in entitlement to the privilege card. However, one revision regarding eligibility for use of card by parents and parents-in-law of active duty personnel merits emphasis.

When no approved dependency for basic allowances for quarters is in effect for an active duty member's parents or parents-in-law, their eligibility for the privilege card must be determined by the officer in charge of the Family Allowance Activity in Cleveland, Ohio.

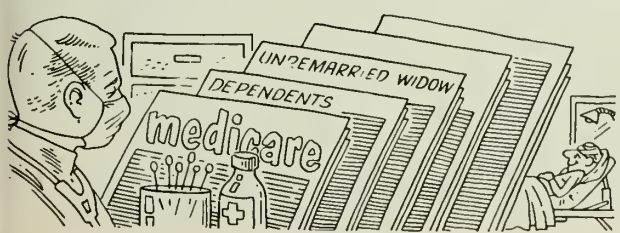
The following table and its footnotes incorporate, in summary fashion, the latest information on the use of the privilege card. A full discussion, plus administrative details, can be found in BuPers Inst. 1750.5C.

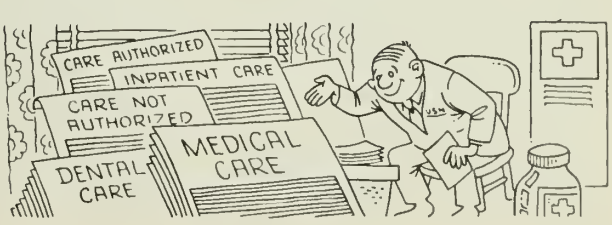
CATEGORY OF DEPENDENTS	Medical Care: Civilian Facility	Medical Care: Service Facility	Commissary	Exchange	Theater
1. Dependents of active duty members of the Uniformed Services:					
a. Lawful wife	Yes	Yes	Yes	Yes	Yes
b. Lawful husband	1	1	Yes	1	Yes
c. Unmarried legitimate children, including adopted and stepchildren:					
(1) Under 21 years of age	Yes	Yes	2	1	Yes
(2) Over 21 years of age.	4	4	3	4	4
d. Parents or parents-in-law	No	5	3	5	5
2. Dependents of members of the Uniformed Services who are retired with pay, except as indicated in 5 below:					
a. Lawful wife	No	Yes	Yes	Yes	Yes
b. Lawful husband	No	1	Yes	1	Yes
c. Unmarried legitimate children, including adopted and stepchildren:					
(1) Under 21 years of age	No	Yes	2	1	Yes
(2) Over 21 years of age.	No	4	3	4	4
d. Parents or parents-in-law	No	5	3	5	5
3. Surviving dependents of members of the Uniformed Services who died while on active duty, or in a retired status except for dependents of deceased retired Reservists who served less than 8 years' active duty (see paragraph 5 below):	NOTE: See explanatory notes immediately following this guide.				
a. Unremarried widow	No	Yes	Yes	Yes	Yes
b. Unremarried widower	No	6	No	No	No
c. Unmarried legitimate children, including adopted and stepchildren:					
(1) Under 21 years of age	No	Yes	3	7	Yes
(2) Over 21 years of age.	No	8	3	8	8
d. Parents or parents-in-law	No	10	3	No	No
4. Other members of the household of active duty or retired members, such as wards, brothers, sisters, grandparents, "*loco parentis*," etc., who are dependent upon member for any degree of their support	No	No	3	No	19
5. Dependents of Reserve members who are retired with pay after attaining age 60 under 10 USC 1331-1337 and who have served less than 8 years on active duty (Excluding active duty for training):					
a. Lawful wife	No	No	Yes	Yes	Yes
b. Lawful husband	No	No	Yes	1	Yes
c. Unmarried legitimate children, including adopted and stepchildren:					
(1) Under 21 years of age	No	No	2	1	Yes
(2) Over 21 years of age.	No	No	3	4	4
d. Parents	No	No	3	5	5
e. Parents-in-law	No	No	3	No	5
6. Surviving dependents of Reserve members who were retired with pay after attaining age 60 under 10 USC 1331-1337, who served less than 8 years on extended active duty:					
a.Unremarried widow	No	No	Yes	Yes	Yes
b. Unremarried widower	No	No	No	No	No
c. Unmarried legitimate children, including adopted and stepchildren:					
(1) Under 21 years of age	No	No	3	7	Yes
(2) Over 21 years of age.	No	No	3	8	8
d. Parents or parents-in-law	No	No	3	No	No
7. Honorably discharged veterans of the U.S. Armed Services, who are totally (100%) disabled as a result of a service-incurred or aggravated disability, and are receiving continuous regularly scheduled medical care or treatments (including future) in a hospital, including outpatient service, or private domicile through the VA	No	No	9	9	No
8. Divorced wife (final divorce decree granted) of active duty, retired, or deceased member	No	No	No	No	No

CATEGORY OF DEPENDENTS	Medical Care: Civilian Facility	Medical Care: Service Facility	Commissary	Exchange	Theater
9. Surviving widow af a member af the Reserve Camponent af the Unifarmed Services who died in the line af duty while in an active status	No	No	Yes	Yes	Yes
a. Unmarried legitimate children, including adopted and stepchildren:					
(1) Under 21 years af age	Na	Na	3	7	Yes
(2) Over 21 years of age.	Na	Na	3	8	8
10. USN civilian emplayees and civilians affiliated with the USN:					
a. USN employees and their dependents who are residing together an a military installatian within the continental United States	Na	11	12	13	Yes
b. U.S. citizen emplayees af the USN and their dependents statianed autside the cantinental limits af the United States	Na	11	14	15	15
c. Unifarmed, full-time, paid persannel af American Red Crass assigned ta duty within an activity af the Armed Farces (See SecNavInst. 5760.1 series)	Na	11	16	17	18
d. U.S. citizen employees under private ar government cantract with the USN and their dependents	Na	11	16	17	17
e. U.S. citizen emplayees af other U.S. Gavernment departments ar agencies and their dependents	Na	11	16	17	17

NOTES

1. If he ar she depends an the service member far half af his ar her suppart.
2. Yes. If actually residing in the member's hause.
3. If designated by the serviceman ar his widaw as the ane adult family member living in the hause ta act as agent far making purchases an his ar her behalf.
4. If the child is incapable af self-suppart because af a mental ar physical incapacity that existed befare he was 21 years af age and depends an the member far mare than ane-half af his suppart. This alsa applies ta children under the age af 23 who are enralled as full time students at an institutian af higher learning appraved by the Secretary af Defense ar the Secretary of Health, Educatian and Welfare. The student must alsa receive mare than ane-half af his suppart fram the member.
5. If dependent upan the service member far aver ane-half af their support and residing at a place pravided ar maintained by the service member.
6. If physically ar mentally incapacitated and dependent upan the member far aver ane-half af his support at the time af the member's death.
7. If designated by the widow and appraved by the installatian commander. The children af the deceased member are na langer eligible for this privilege when the widaw remarries.
8. If the child can't suppart himself because af mental ar physical incapacity which existed befare he became 21 years af age. He must also have depended upan the member far aver ane-half af his support when the member died. This alsa applies ta children under 23 years af age wha are dependent upon the member far aver ane-half af their suppart and who are enralled as full time students at an institutian af higher learning appraved by the Secretary af the Department of Defense or the Secretary af Health, Educatian and Welfare.
9. Cammissary and limited exchange privileges are autharized. Each year the Veterans Administratian must certify that the holder af the privilege card is totally disabled and is receiving medical care in or through VA facilities. Privilege cards issued ta disabled veterans shauld expire within ane year af issue and can be used by ane adult member of the veteran's family designated by the veteran ta make purchases in his behalf.
10. If dependent upan the member far mare than ane-half af their support when the member died and living in a place pravided ar maintained by the member.
11. Subject ta the limitatians af BuMed Inst. 6320.31. If eligible, medical care shauld be autharized by the cagnizant cammander in a separate dacument—nat the privilege card.
12. Applicable ta the emplayee ar the ane adult member af his family residing in his hausehald autharized ta make purchases in his behalf (see faatnate Na. 3). This card will be issued by the military installatian cammander in cases where it is impractical far the employee ta use civilian agencies withaut impairing warking efficiency.
13. Limited exchange privileges ta the emplayee anly.
14. Applies ta the emplayee ar ane autharized adult family member residing in the hausehald (See faatnate Na. 3). "Overseas Only" should be entered an the privilege card.
15. When autharized by the averseas cammander. Ta be eligible, family member must reside with emplayee and receive aver ane-half af his suppart fram the emplayee. "Overseas Only" should be shown an the privilege card.
16. For the emplayee anly within the cantinental United States, if impractical ta use civilian agencies without impairing efficiency. When averseas, the privilege card must be autharized by averseas naval cammander far use by emplayee ar ane adult dependent hausehald member. (See faatnate Na. 3).
17. Far the emplayee anly within the cantinental United States if the military cammander cansiders it impractical ta use civilian agencies withaut impairing efficiency. In averseas areas, the card must be autharized by the averseas naval cammander. Eligible dependents must be hausehald residents receiving mare than one-half af their suppart fram the emplayee.
18. If a member af the emplayee's family actually residing in his hausehald and receiving mare than ane-half af his suppart fram the emplayee.
19. Only when member accupies gavernment quarters and dependent resides with him.





List of New Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Scheherazade (2746) (C) (WS): Melodrama; Anna Karina, Gerard Barray.

The Seventh Dawn (2747) (C): Melodrama; Capucine, William Holden.

The Bounty Hunter (2748): Western; Randolph Scott, Dolores Dorn (Re-issue).

Chicago Deadline (2749): Mystery Drama; Alan Ladd, Donna Reed (Re-issue).

633 Squadron (2750) (C) (WS): Melodrama; George Chakiris, Cliff Robertson.

Flipper's New Adventure (2751) (C): Drama; Luke Halpin, Pamela Franklin.

Stop Train 349 From Berlin (2752): Drama; Sean Flynn, Nicole Courcel.

Cripple Creek (2753): Melodrama; George Montgomery, Karin Boota (Re-issue).

Behold A Pale Horse (2754): Drama; Gregory Peck, Anthony Quinn.

Devil Doll (2755): Melodrama; William Sylvester, Bryant Haliday.

Master Spy (2756): Drama; Stephen Murray, June Thorburn.

And Now Tomorrow (2757): Melodrama; Alan Ladd, Loretta Young (Re-issue).

Dark Corner (2758): Melodrama; Lucille Ball, Clifton Webb (Re-issue).

Guadalcanal Diary (2759): Drama; Preston Foster, Lloyd Nolan (Re-issue).

Drums Across The River (2760): Western; Audie Murphy (Re-issue).

Sun Valley Serenade (2761): Romantic Comedy; Sonja Henie, John Payne (Re-issue).

Taproots (2762): Drama; Boris Karloff, Julie London (Re-issue).

Swanee River (2763): Musical Drama; Don Ameche, Andrea Leeds (Re-issue).

No Time For Love (2764): Comedy; Claudette Colbert, Fred MacMurray (Re-issue).

Slave Ship (2765): Adventure; Warner Baxter, Wallace Beery (Re-issue).

Moon Spinners (2766) (C); Drama; Hayley Mills, Eli Wallach (Re-issue).

Hard Day's Night (2767): Musical Comedy; The Beatles.

Nightmare In The Sun (2768) (C): Suspense Drama; John Derek, Arthur O'Connell.

Ring of Treason (2769): Melodrama; Bernard Lee, William Sylvester.

All-Navy Cartoon Contest
Samuel C. Richardson, PHAN, USN

"It's a new style of trousers the enlisted men are wearing, but it'll never last."

Vital Statistics of Your Fighting Ships in *Dictionary*

If you have served in a ship whose name begins with A, B, C, D, E, or F, if you are a lover of ships, or if you simply have an interest in naval history, you will find Volumes I and II of the *Dictionary of American Naval Fighting Ships* fascinating.

Here are historical sketches of the careers of some 2700 ships of more than 10,000 that saw service in the United States and Continental navies. Each sketch includes the source of the ship's name, its basic statistics, launching and commissioning dates, and names of sponsors and first commanding officers.

Battle stars won in World War II and Korea are given for the ships which served in those conflicts. For seagoing men of the Navy, the *Dictionary of American Naval Fighting Ships* will tell where you were and what your ship did.

Volume I gives historical sketches for some 900 ships whose names begin with the letters A and B. It also contains five valuable appendices with information on all our battleships, cruisers, destroyer types, and submarines (including tenders and rescue ships). Here you will find their statistics (size, power and armament), their building yards, keel and commissioning dates, and names of first commanding officers. In the narrative sections of the book you

You Can Change Your Mind Under Family Protection Plan

Many Navy wives, like their civilian sisters, live longer than their husbands. This presents the Navyman with the problem of how his widow may pay the rent and obtain the necessities of life for herself and the children when he is no longer around.

Whatever continuing income (other than Social Security) your family will receive if you die while retired depends largely upon what you elect to provide for them under the Retired Serviceman's Family Protection Plan. The plan applies both to officer and enlisted personnel.

Briefly, this plan provides an annuity to be paid to your widow or your children, or both, if you die after you retire.

If you want to participate in the program, you should take steps to do so before you complete your 18th year of service for pay purposes.

The law, as it now stands, also provides for enrollment in the plan after your 18th year of service. However, if you wait that long to elect participation, three years of service are required before the first day on which you will be entitled to receive retired pay. The same requirement applies if you change or revoke your election after your 18th year of service—you must complete three years of service after the change is made.

There's one exception to the three-year rule—the officers who are retired (voluntarily or otherwise) under the "Hump Law" (Public Law 155 of the 86th Congress). If you are in this category, you can revoke or change an election, or you can make an original or new election.

If you'd like more information on the Retired Serviceman's Family Protection Plan, check with the Rights and Benefits Issue of ALL HANDS (December 1963) and BuPers Inst. 1750.ID.

can trace your seagoing career; in the apprendices, the development of modern American fighting ships; in both sections, U. S. naval history.

Volume II covers 1800 ships whose names begin with the letters C, D, E, or F. Appendices cover all aircraft carriers and escort carriers. A special appendix, based on wide research, brings together for the first time brief historical sketches of some 500 ships that, in the Navy or otherwise, served the Confederate government.

The Naval History Division does not sell or distribute these books. They may be obtained by sending check or money order ($3.00 for Volume I, $4.25 for Volume II) to: Superintendent of Documents, Government Printing Office, Washington, D. C. 20402.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 44—Concerned change in dosage of malaria prophylaxis.

No. 45—Requested applications for future manned space flight missions.

No. 46—Announced approval by the Secretary of the Navy for the President the report of the selection board that recommended Marine Corps women officers for permanent promotion to the grades of major and captain.

No. 47—Announced approval by the Secretary of the Navy for the President the report of the selection board that recommended women officers for permanent promotion to the grade of lieutenant (line).

No. 48—Announced approval by the Secretary of the Navy for the President the report of the selection board that recommended officers for temporary promotion to the grade of lieutenant (line).

No. 49—Announced celebration of Thanksgiving Day (26 November).

Instructions

No. 1120.15F—Outlines the eligibility requirements and processing procedures whereby qualified personnel on active duty may seek permanent or temporary appointment to commissioned status in the various sections of the USN Medical Service Corps.

No. 1520.85A—Establishes eligibility requirements and invites applications for naval aviation observer training from commissioned officers and officer candidates, leading to their designation as Naval Aviation Observers.

No. 6100.2B—Concerns changes which have taken place in the physical fitness program.

Notices

No. 1306 (1 November)—Announced the sea duty commencement cut-off dates which establish the eligibilty of enlisted personnel for Seavey A-65, and offers advance information which will be included in Change 9, *Enlisted Transfer Manual.*

No. 1020 (4 November)—Announced advance changes to *U. S. Navy Uniform Regulations.*

No. 1710 (3 November)—Designates hosts for, and discusses details of, the 1965 All-Navy and Interservice Sports championship.

No. 1520 (19 November)—Invited applications from Supply Corps officers for assignment to the 18-week Subsistence Officer Course.

No. 4600 (30 November)—Announced a change in the computation of allowable travel time for Navy personnel using privately-owned conveyance on permanent change of station orders.

ANSWERS TO QUIZ AWEIGH

Quiz Aweigh is on page 45.

1. (c) 240,000 miles.
2. (b) Five—Venus, Mars, Jupiter, Saturn, and Mercury.
3. (c) Seven miles per second.
4. (b) Nearer the outside edge.
5. The two moons are Ganymede (diameter 3500 miles) and Callisto (diameter 3100 miles). They revolve around Jupiter. The smallest planet is Mercury, with a diameter of 3100 miles.

Dress Swords and Gym Shoes Included in Uniform Changes

Three changes have been made to the *U. S. Navy Uniform Regulations.* First, the sword and its accessories are required for all commissioned warrant officers and above (except chaplains) on active duty. As of 1 Jan 1965, these items will be worn with the full dress uniform. However, if you are a Reserve officer on active duty for less than six months, the sword requirement does not apply to you.

Next, all first class petty officers and below will need a pair of gymnasium shoes. It has been determined that gym shoes are required, or at least beneficial, in the performance of certain duties. They're also an asset for sport competition.

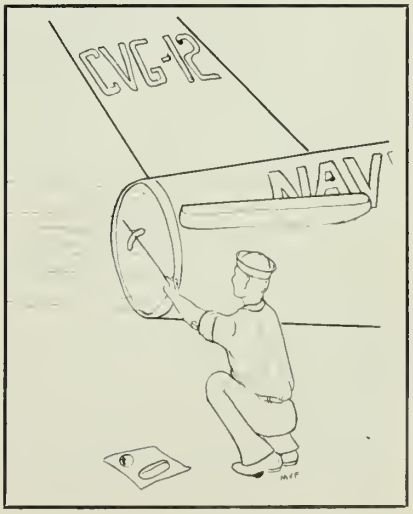
Since you were issued a pair as part of your minimum outfit during recruit training, chances are you already have them. But if you don't have a pair, you will need them before your next bag inspection.

The final change applies to marking your tropical shirt. You will now stencil them on the inner side of the right front fold (the same side on which the buttons are sewn) beginning one inch from the bottom.

All-Navy Cartoon Contest
L. R. Silvo, PN3, USN

"Whot do we do now, Chief?"

All-Navy Cartoon Contest
Morion V. Frosier



DECORATIONS & CITATIONS

DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ RIVERO, HORACIO, JR., Admiral, USN, as Director, Navy Program Planning, from October 1963 to July 1964. Admiral Rivero was instrumental in developing an effective integrated planning system which provided a coordinated study effort in the Office of the Chief of Naval Operations that was highly responsive to Department of Defense requirements. In addition he developed the organizational procedures for coordinating the total study effort of the Department of the Navy. ADM Rivero visualized the missions, tasks, and requirements of the Navy of the future in such terms that these vital factors of Navy planning resulted in the best possible determination of supporting force structures. He instituted a revised procedure and format for the Department of the Navy program objectives which facilitated the formulation, precise costing, and organization of proposed new programs into program change proposals.

LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ SAUNDERS, WILLARD A., Rear Admiral, USN (Ret), as Director of the International Staff of the Inter-American Defense Board from 1 Jul 1963 to 31 Aug 1964. Responsible to the Council of Delegates of the Board for the leadership and guidance required to produce successful solutions to the problems of common hemispheric defense of the American continent, RADM Saunders led his staff, comprised of high-ranking officers of diverse nationalities and interests, in the preparation of an unprecedented number of superior studies which have been enthusiastically approved by the Council of Delegates. During this period he contributed to fostering sound and friendly relationships between the U. S. and the other American nations by approaching the problems and projects of the Inter-American Defense Board as being inter-American in nature and demanding of inter-American thought and action for their successful accomplishment.

★ SEAMAN, DONALD F., Captain, USNR, as Assistant to the Director of Naval Intelligence for Automation, Office of the Chief of Naval Operations, from April 1961 to September 1964. CAPT Seaman forged a Navy and industry team, utilizing this group to design, develop and implement a complete digital data processing system to serve the ONI ADP Center supporting the Chief of Naval Operations and the Secretary of the Navy as a strong link in the Department of Defense National Military Command System and the World-Wide Military Command and Control System; to monitor and coordinate systems development at the Fleet intelligence centers; to implement automated integrated operational intelligence centers, now in operational use on board attack carriers; to develop automated intelligence centers being readied for other Fleet units; and to bring into operational use an automated Naval Intelligence security system to accelerate effective action on counterintelligence and investigative security efforts.

★ THOMAS, VINCENT C., JR., Captain, USNR, as Special Assistant for Public Information to the Chief of Naval Operations. During the Cuban missile crisis in October 1962, his intimate understanding of press needs and the requirements of official policy produced a course of action which resulted in both a close relationship between the Department of the Navy and the Office of the Secretary of Defense in information matters and in full and clear press coverage of the Navy contribution to solution of that explosive international situation. His prompt grasp of the extent and direction of public interest following the loss of USS *Thresher* in April 1963, as well as his appreciation of its internal impact, led him to recommend to the Chief of Naval Operations and subsequently to implement a series of actions which contributed materially to averting a grave crisis in public confidence in the submarine service and the Navy.

★ WEIDLEIN, LEOPOLD, Captain, USN, as a member of the Strategic Plans and Policy Directorate, Organization of the Joint Chiefs of Staff, from June 1963 to November 1964. He performed a leading role in a comprehensive study for the Joint Chiefs of Staff on Army/Air Force use of aerial vehicles and in the development of concepts and evaluations of air support and Army tactical mobility. His examination of "show-of-force" influences and graduated application of military power added materially to Joint Staff procedures in considering alternative courses of coordinated action at the national level.

NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ RIGNEY, RAYMOND F., JR., Fireman, USNR, for heroism on the early morning of 3 Jun 1964 while serving aboard USS *Lake Champlain* (CVS 39), which was proceeding up Chesapeake Bay en route to Annapolis, Md. When the Norwegian ship *Skauvaag* collided with *Lake Champlain* in a dense fog, Rigney, awakened by the collision and general quarters alarms, proceeded to his general quarters station on the hangar deck and helped man a fire hose on the starboard catwalk. When it became apparent that burning acetylene bottles could not be extinguished, he voluntarily crawled along the badly damaged catwalk in darkness, without the benefit of lifelines, and threw the burning acetylene bottles over the side of the ship into the water, thereby preventing possible explosion and death or serious injury to ship's personnel.

BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ BOEHM, ROY H., Lieutenant, USN, as a member of the Navy Advisory Group, U. S. Military Assistance Command, Vietnam, during the period 9 Nov 1963 to 21 Jul 1964. Assigned as U. S. Navy Advisor to the Vietnamese Navy Underwater Demolition Team, LT Boehm participated in 23 operations in support of the counterinsurgency campaign, nine of which involved combat with Viet Cong forces. He was instrumental in conducting a successful amphibious landing on a Viet Cong-held island. In the face of heavy small-arms fire, he accompanied the Vietnamese Navy Underwater Demolition Team in routing an enemy force and destroying six loaded junks. During his tour, combat readiness of the Underwater Demolition Team improved significantly. The Combat Distinguishing Device is authorized.

BOOKS

FACE OF CHANGING NAVY DEPICTED IN BOOK LIST

WE'VE SAID IT before and we'll say it again and again—the Navy is changing, and changing faster than we think. This seems to be a theme of several new books which may be found in ship and station libraries.

We're more than happy to receive further confirmation of this thesis by one of the more eminent authorities on naval affairs, Hanson W. Baldwin in his **The New Navy.** In a sense, it is something of an inventory of the Navy's ships, planes, equipment and men. But it's more than just that, of course. According to Baldwin, the essence of the new Navy is the technological revolution which amplifies the basic principles of sea power. After World War II, it was thought by some that the Navy had worked itself out of a job. Korea, Lebanon, Cuba and the growing strength of Russian sea power have proven this to be a fallacy. Baldwin runs through the significant technical developments (including the new type of Navyman) to show how important this really new Navy is to our national defense.

Novol Review 1965, edited by Frank Uhlig, Jr., deals with much the same subject, but from a different angle. *New Navy* considers the prospects from the over-all viewpoint—*Naval Review* is more operational. In a series of 12 essays by distinguished contributors, they consider such questions as ASW, the future of the surface fighting ship, naval weapons today, aircraft carrier design, and systems analysis. As Uhlig says in his preface: "As long as the nation depends to any considerable degree upon its Navy, it depends on its naval officers concerning themselves with, and debating, such matters as these."

We Are Not Alone, by Walter Sullivan, pushes us a little further into the future. Sullivan is concerned with the search for intelligent life in other worlds, and he makes a most plausible case for his suggestion. At this moment, he says, there is a possibility—perhaps a definite probability—that signals from other civilizations are striking our earth. Besides offering you a tour of the universe to show the likelihood of other civilizations, Sullivan reviews the experiments which have already been conducted. He also raises the question: If we are *not* alone in the universe, what happens to some of man's long held beliefs?

Let's get back to earth, and speculation of another kind. **Clear for Action,** by Foster Hailey and Milton Lancelot discusses the past and the future. Within the years of modern naval warfare, 1898 to 1964, it covers every battle of importance, every new development in ships, submarines, tactics, and armament. It's primarily a picture book, but it also presents some ideas which make for both discussion and controversy. The authors feel they have covered the beginning and the end of a definite era; for example, they refer to the Battle of Leyte as the last major naval conflict. (This attitude, of course, does not agree with the general viewpoint expressed in *Naval Review*). Lancelot and Hailey say: "Space is the only defense against nuclear energy, and we have about run out of space on earth. If man is wise, the last war has been fought." But men have been saying this for a long time.

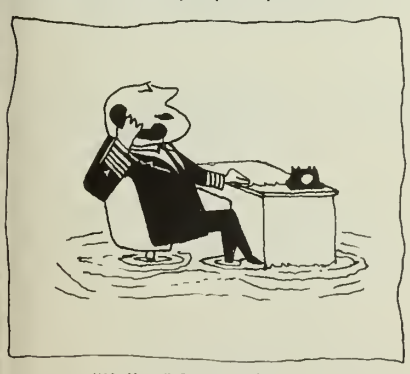
Moonlighting appears to be standard practice among newspaper men—Baldwin and Sullivan are respectively military and science editors for the New York Times and Arthur J. Dommen is bureau manager of UPI in Saigon and Hong Kong. This gives him considerable authority when he speaks of **Conflict in Loos.** Laos has been in and out of the newspapers every few months for what seems like years but still is largely unknown to most readers. Dommen does his best to make it all clear. He briefly sketches the background, then proceeds step by step to describe what has been happening there since the French left. Appraising the impact of U. S. military and economic aid to nations of the Far East, he discusses its success and shortcomings in the face of guerrilla warfare and subversion. He also has some of his own suggestions in regard to future policy.

No matter what the circumstances, courage usually pays off. That's the theme of Arnold Lott's **Brove Ship, Brove Men.** This time, Lott tells the story of USS *Aaron Ward's* (DD 773) engagement with a good share of the Japanese air force during the battle of Okinawa. At that time, *Aaron Ward* had been in commission six months, in the war zone, six weeks. For most of her men, this was their first cruise. Within 52 minutes, she received the attack of 20 kamikaze planes. Ten got through, the ship was a shambles, but she didn't sink, and eventually made it back to the States.

Somewhat broader in scope, but continuing the same theme is the anthology of the world's best war stories (that's what the publisher says) **American Men ot Arms,** scleeted by F. van Wyck Mason. The two World Wars and Korea are represented and, although the action appears to have a certain similarity, the writers seem to have improved. The selections concerning World War II contain the better portions of James Jones, Norman Mailer and Irwin Shaw, with their breadth and many levels of interest. In general, the collection is filled with more good writing than we have been led to expect.

Which is better—or worse—combat against man or combat against nature? *Men at Arms* dealt with the former, **Hurricone Coming!** by Thomas Helm, tells us about combat against nature. He describes the life and effects of one hurricane, Clementine.

All-Novy Cartoon Contest
Peter C. Morkontes, Jr., DM3, USN



"Hello—DC Central . . .?"

All-Novy Cortoon Contest
Peter A. Honsen, EN1, USN

"Yes Sir, I know 'because I'm cracking up' isn't the proper term to put on o tronsfer, but in this cose . . ."

Navy New Year's Log

IT WAS WITH SOME trepidation and over the vociferous objections of the more purist-minded members that ALL HANDS first published, a little more than a decade ago, a clutch of rhyming New Years mid-watch logs .

"Where," was the cry, "will it all end?" Rhyming logs, of course, are part of a long tradition that may be as much as half a century old, possibly considerably older. The earliest New Year's log in verse that we have been able to confirm dates back to 1926, and our source on that information says that even then it was an old, established custom.

For those who have had a try at it, writing the log on the mid-watch in verse is something of a challenge. It's a happy kind of tradition, and even the purest of the purists must admit that the quality of the rhyming logs has increased beyond anyone's greatest expectations. Some, in fact, are quite good, with a salty swing.

Recent efforts were so good that ALL HANDS decided, on a highly unofficial basis, to appoint a committee of judges to select those which, in their opinion, were worthy of the honor of publication as the best of the past year. The prize is a modest one, you may be sure, but it does attest that ALL HANDS judges, at least, consider Lieutenant (jg) C. J. Morley, USNR, of USS *Arneb* (AKA 56) to have written a first prize winner and the finest example of mid watch rhyme in 1964—"worthy of the title of poetry (that is, verse of some artistic merit)." Lieutenant (jg) R. M. Cutter, USNR, of *Mt. McKinley* (AGC 7) has run him a close second; and A. F. Riefer, ETCM, USN, of USS *Ajax* (AR 6) is more than worthy of third place.

After that it's hard to tell so—of the scores of rhyming logs submitted to us which ushered in 1964—the judges

USS Arneb (AKA 56)

A sailor's tongue bears many yarns
And many have I heard.
But never did I think that I'd
Be there when one occurred.

The night was black, the wind was up,
The rain was bitter cold;
The watch and I sought shelter from
The winter's icy hold.

The messenger was shivering,
The PO's nose was red,
"These Norfolk nights are colder than
A witch's ear," he said.

At one o'clock I left the group
To check the starboard side,
And note Pier Three, Berth
Thirty-Five's
Relation to the tide.

Among the lines collected there
I saw an ancient man,
Whose face reflected years at sea
As only sea-dogs can.

He ran his fingers down a wire,
The forward one, to see
If it was helping doubled lines:
One, two and nearby three.

Observing four and five and six
Were made up of five parts,
He eyed the single eight-inch aft
As one who muses arts.

Then slowly starting up the brow,
He noticed as he climbed
That we were taking services
From pierside at the time.

And as he reached the bulwark, he
Saw merchants did abound,
And scanned the Navy ships and yard
And district craft around.

He searched our rigging with his eye
As if he'd seen a friend,
A friend of many years gone by
Whose love time does not mend.

"What ship is this?" he asked of me,
"The Arneb," *I replied.*
And then he asked if he might be
Allowed to go inside.

"I'd like to see your engine room
And spaces, if I may,
To make a final tour of things
In this, my parting day."

I wondered what he meant by that,
But gave it little heed;
The tour would give the watch a
chance
To warm and puff a weed.

The messenger went down to him,
They disappeared below.
The PO rolled his collar up,
"You think it's gonna snow?"

The Newport News *was moored nearby,*
And SOPA was embarked,
"Vice Admiral C. B. Martell,"
I quietly remarked.

The PO of the watch looked up
To check our warning light.
We heard the messenger and guest,
Two voices in the night.

"I thank you, lad, for showing me
The innards of your ship,
And now I'd better make my way,
For I've a long, long trip."

The old man climbed the brow to leave,
A tear was in his eye;
He paused to scan the ship again
And breathe a heavy sigh.

And then he spoke in solemn tones,
In words so crisp and clear,
That I remember every phrase
As you my voice do hear:

"I doubt if you'll believe it, men,
But I am Davey Jones,
And once a year, on New Year's Eve,
I dry my watery bones.

"I come topside to see a ship
And walk the living decks;
I come to see how matters are
On vessels that aren't wrecks.

—They Could Be Verse

selected 14 for honorable mention. You may prefer them.

It may be coincidence, but we note that the three named as best of the lot were from ships firmly moored in port when the deathless epics were recorded. You may draw your own conclusions.

WE'RE SURE we couldn't do as well, particularly in view of the rules. As almost everyone knows, each year on New Year's eve, the unfortunate OOD selected for duty on the 0000-0400 watch is encouraged by Navy tradition, if not his CO, to forget his woes by writing his log in verse.

Yet he is also bound by Navy Regulations (Art. 1037) to enter in the log information that is customarily required of any watch. While the particulars of important details such as mooring lines, ships present, senior officer present, sources of electric power, steam and water, etc., may be stated before or after the poetry, it is generally agreed that more skill is required to include all these details in the rhyme itself.

Other items that might have to be covered include the character of duty in which engaged, state of the sea and weather, courses and speeds of the ship; bearings and distances of objects detected; position of the ship, draft; soundings; zone description; particulars of anchoring, disposition of the engineering plant and changes thereto; tests and inspections; changes in the status of ship's personnel; and such other matters as may be specified by competent authority.

To record all this in verse is not easy. That is why we offer our most sincere congratulations to the authors of those logs printed here.

Try it yourself. And if you've already done so, we'll be looking for your 1965 entries any day now.

"And I have seen a goodly ship,
And you have served me well;
So now I leave for one more year
To rule my watery hell."

The night was black, the wind was up,
The rain was bitter cold,
The watch and I sought shelter from
The winter's icy hold.

C. J. Morley, LTJG, USNR

USS Mount McKinley (AGC 7)

No iron heart to throb tonight,
No waves to crest the sides,
Just memories of days at sea—
We contemplate the tides.
No sparkling lights of Athens,
No shallow shoals to sound,
We're tied up at the shipyard
In rainy Portsmouth Town.

Ships of the Fleet Atlantic
Surround us here tonight,
And ships of allied nations
Are present and in sight.
SOPA is on the Randolph,
COMCARDIV *16,*
Coast Guard and merchant ships
Are also to be seen.

At berth 42, to the starboard side,
With standard lines doubled we are tied.
Services from the pier received,
Wire ropes through chocks are reeved.
No stars to shine are seen tonight
As clouds skim overhead;
A silent prayer for peace we say
And nothing more is said.

All watches stood as usual,
We stand our duty night,
A single gull wings overhead
And glides in lonely flight.
We contemplate the ships of old,
Of sail and tar and brass,
Of mainsail and the mizzen
And straight and solid masts.

A new year is upon us
This cold and rainy night;
We wonder what new tracks we'll plot
What landfalls we will sight.
Be it North or South or East or West—
The winds be slack or fair—
In the days that fall before us
Mount McKinley *will be there.*

No iron heart to throb tonight,
No waves to crest the sides,
Just memories of days at sea—
We contemplate the tides.
No sparkling lights of Athens,
No shallow shoals to sound,
We're tied up at the shipyard
In rainy Portsmouth Town.

R. M. Cutter, LTJG, USNR

USS Ajax (AR 6)

I'm just out of the yards with a fresh coat of gray,
My proud two stars fly high o'er the bay.
My booms are varnished, I have bright shiny brass,
I'm ServPac's finest—the best of my class.

I'm AR number six; Ajax *is my name,*
After that speedy Spartan, the very same.
For 20 long years I've served the Fleet,
My customers know I'm hard to beat.

I'm moored in Japan, in Sasebo Ko,
The "Ko" means harbor (in case you don't know).
I'm in India Basin, Berth Number Eight,
They like me here, I'm near the main gate.

I've been in Japan for so many a year,
My crew thinks Japan makes the best of all beers.
It's been so long you may think I'm whacky,
But instead of black oil I prefer saki.

I even watch Sumo, Taiho is best,
He's to the East as Staubach to the West.
When they sent me here to promote

good will,
They realized the Spartan could
fill the bill.

I'm learning their language:
"Wakarimash to ka?",
Which means "Do you get it"—
'sorta easy,' eh?
Or how about this one—"Oyas' mi-
nasai?"
That means good-night—"Sayonara's"
goodbye.

But, seriously, speaking, I'm
homeported here,
And can usually be found at this
very pier.
With standard mooring lines on my
starboard side,
And just enough slack to allow for
the tide.
My 1 and 2 boilers are on the
line now,
For auxiliary needs only, like
cooking the chow.
My 2 and 3 generators—they're
both on tonight.
Number 1 is in standby, I may
need more light.

So my crew doesn't get restless—
or even nervous—
From the pier I'm getting some
extra service.
Fresh water is one (so they can
take showers);
Telephones the other (to spend
idle hours).

Alongside to port I've got 6 "nifties,"
Two twenty-one hundreds and four
twenty-two fifties.
I'll name them for you but you've
got to know
Getting six "cans" to rhyme is
no easy go.

The first one of these, Kyes, James E.,
Carries the pennant DesRon Twenty-
three.
In slot Number 2—there's one you
know—
Everett F. Larson, *eight-three-0.*

Alongside the Larson *is* Evans,
Frank E.,
Just ahead of the Walke—*seven-two-*
three.
The twenty-one hundreds complete
the view,
The four-ninety-eight and six-fifty-two.

Just to show them that I'm on the
same team,
I'm giving free water and plenty of
steam.
And also going to these six little
champs,
Is my electrical power—all two
thousand amps.

Other ships are here too—both
big and small,
I'll name just a few—there's not
room for all:
There's Oriskany, Hector, Mahan *and*
Hornet,
The latter's namesake was Jim
Doolittle's pet.

The Japanese Defense Force has
ships here too,
And the yard and district have
quite a few.
It really is an impressive sight,
Especially on this New Year's night.

Now that my first watch is almost done,
I want to tell you about COMCARDIV *1.*
His flag flies from Oriskany,
he's S-O-P-A,
Rear Admiral Ashworth—he's A-OK.
Well, that ends my story, I've finished
my chore.
None of us will see the old year any
more.
Please accept from Ajax *and also*
from me,
"Happy New Year to all" who follow
the sea.

A. F. Reifer, ETCM, USN

USS Topeka (CLG 8)

Once upon a yearly basis,
Poetic deck logs have their places.
Topeka *wants to write for you,*
A log that's different, kind of new.

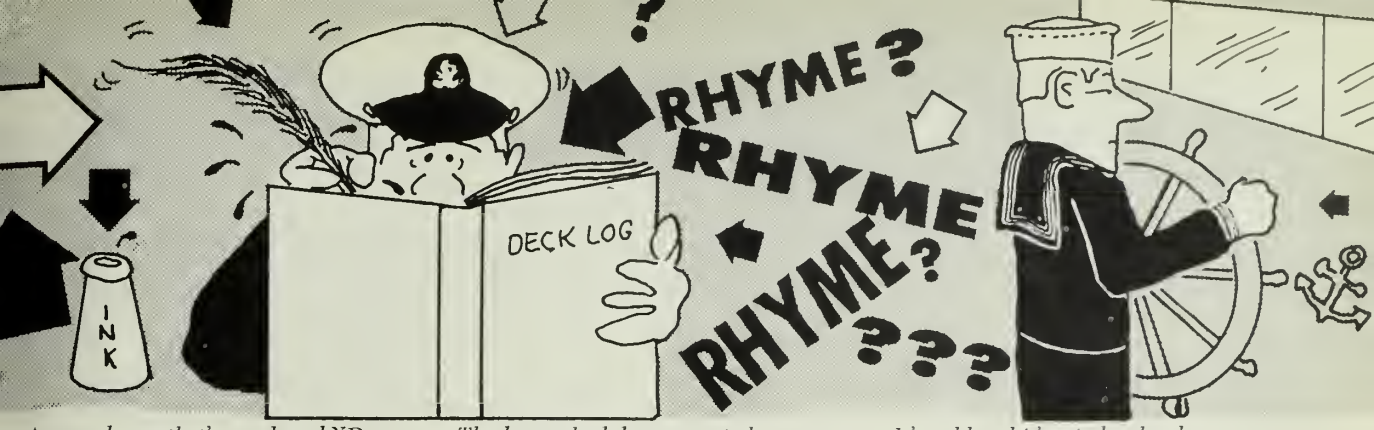
While the ocean's idle slapping
On our hull creates a tapping,
And our lines with all the frapping
Hold us in Berth Twenty-two,
Long Beach Shipyard shows the traces
Of the ships and all the places.
Places far across the sea
Where they've steamed with thee
and me.
And our boilers, one time steaming,
Now are cold as if they're dreaming.
And the harbor lights are beaming,
Here in port we start the year.
Exactly how Topeka's *tied*
Is at Pier Two, her starboard side.
Condition Five of course is ready,
And a watch to keep things steady.
The cruiser's lines of course are double,
Erasing any chance of trouble
As we break the New Year's bubble
With all services from the pier.
Now we usher out the night
With the New Year starting right.
On the old year's rushing tide,
Topeka's *Yoke is modified*
The ships nearby are quite a few,
Yorktown, Kearsarge, Bennington *too.*
And these ships with all their crew,
Wish all well this New Year morn.
We have two oilers tied up aft,
Plus local yard and district craft.
We have SOPA too, you see.
Commander of CRUDESFLOT *Three.*

It's late, the watch is nearly done;
These few short hours have been
great fun,
To try and write a poem that's new
That represents our ship and crew.
So now we wish to one and all,
In the New Year have a ball.

W. A. King, LTJG, USNR

USS Carter Hall (LSD 3)

00-04 we're steaming alone under
COMSEVENTHFLT,
his third Quarter Op-Sked trying to
meet.
From the old Bay of Subic to the
Island of Guam,
We'd rather be home but we're
carrying on.
On course 088 and speed thirteen three,
We slowly make way through a
moderate sea.
Each Babcock and Wilcox boiler below,
is feeding good steam to an old uniflow.
Modified Yoke's our material condition,
And readiness five (with the captain's
permission).
We're carrying a load that's rather
a feat;
It may be a record not easily beat.
For down in our well deck, this I
will confide,
About two thousand tons we have
for the ride.
There's a dredge called the Norfolk
(YM 22),
And in tonnage she's listed at
one-four-five-two.



A crane barge that's numbered YD
two-one-two;
She's two-five-five tons, but that's
nothing new.
There's also an anchor, in tons ten
times five,
And further a landing barge that
weighs twenty-five.
The other spare gear that we have
on board,
Weighs one-two-four tons and is safely
stored.
All's quiet below, the crew is asleep,
As we sail along o'er this billowy deep.
There's no liquor, no girls, no dance
and no cheer.
What a helluva way to start the
New Year.

—Forwarded by W. W. Johns, CDR, USN

USS Columbus (CG 12)

In San Diego Harbor
On the first day of the year,
The USS Columbus
Rests by southside Broadway Pier.
Eight mooring lines are over,
Boiler number one is lit,
And generators one and two
Contrive to do their bit.

The bow and stern guards posted,
Their lonely watch are keeping,
While round about them wafts the
sound,
Of the New Year's frolic-making.

The anchor and the beacon
Lights cast a pallid glow,
And faintly trace the outline of
The ghostly ship below

The USS Canberra,
Is just across the pier;
And other units of the Fleet,
Are lying by quite near.

The carriers of NAVAIRPAC
By North Island's quay wall lie,
The "Bonnie Dick" *and* "Connie"
And the old enduring "Ti."

COMNAVAIRPAC *is SOPA,*
We'll set the record straight,
According to the latest word,
Which we've received to date.

An admiral and his staff embarked:
COMCRUDESFLOT *Eleven*
(A most impressive title,
And one with which to reckon).
The boat schedules are posted,
The coxswain's standing by,
And for the duty driver,
Just notify Supply.

The weather here is crystal clear—
No heavy rain is found,
Such as the kind hurled by the wind
When we sailed Puget Sound.

The tides down here are calmer,
There's not as great a range,
As once there was in Bremerton—
A name that now seems strange.

But there was where NAVSHIPYARD
BREM
Transformed us, at long last,
Into a missile cruiser
That all records has surpassed.

With one last sigh and fond goodbye,
We then steamed out to the sea,
The helmsman met the courses set,
We steamed out merrily.

By Golden Gate we sailed in state,
And to Mare Island creeped,
Then loaded out, with missiles stout,
Sailed the finest in the Fleet.

We hail the new year with a cheer—
The old lady's laid to rest.
In every way, on every day,
Let all be for "the best."

Roth M. Hafer, LTJG, USNR

USS Dahlgren (DLG 12)

The New Year's arrived and the crew's
filled with glee,
For Dahlgren's *in port, not out to sea.*
In berth 206 where we usually moor,
With lines doubled up, we feel safe
and secure.
Five's the condition the skipper has set,
All the requirements of Yoke have
been met.

Our nest of three ships is a tight
little gang,
First Dahlgren, *next* Mullinnix, *then*
Vogelgesang.
Forward's the finest AD of the era,
Dahlgren's *big sister, the tender Sierra.*
Our squadron's new member, the
HARRY YARNELL
And other Fleet units are present
as well.

The old year has succumbed to an
unpleasant day,
It's cold and it's windy, the sky
gloomy grey.
We're expecting hard weather, with
rain, snow, and sleet,
As predicted by SOPA, COMSECONDFLT.

Electrical power, from 2-B and 2-A,
Provides light for the ship and our
Christmas display.
Then there's boiler 2-A which produces
our steam
To help make Dahlgren's *crew a*
most comfortable team.
"Port Services" aid is a vital resource,
For other things needed by this
CRUDESLANT *force.*

But what of our shipmates whom '64
found,
Alone on the high seas, or on some
foreign ground,
We of the Dahlgren *wish to them all,*
A bright Happy New Year, in all
ports of call.

G. P. Steinhauer, LTJG, USN

USS Cavalier (APA 37)

Listen my shipmates and you shall hear
The midnight log of the Cavalier!
Moored starboard side to Pier Number
Three,
Standard mooring lines rigged with a
boatswain's glee.
San Diego, California, is where we now
rest,
Here in the state so greatly sun-blessed.
We who have duty long for shore
liberty,
To greet the new year in the land of the
free.

Now standard wire rope is rigged fore-
an'-aft
To keep us from drifting, just like a
raft.
The waters are calm and heavenly
serene,
While we stand our watches (with
minds very keen).
Condition Yoke, modified, has been set
below
In hopes that no holes in our hull will
show.
We have set condition of readiness five
In order to keep all our shipmates alive!

The anti-sabotage watch is being stood
Back on the fantail where the weather
is good.

The sounding watch says that "All is secure,"
R-Division watches are still running pure.
Fresh water is being reeeived from the pier,
And we all drink it, but not with much cheer.
Number Two boiler is now on the line,
While the engine room wateh has the brass yet to shine.

Number Two generator is still spinning loose
As it faithfully provides our electrical juice.
Generator Number Three is idling nearby,
And if we need it we'll give it a try.
Tubes have been blown but, gosh, what the heck,
The farthest the soot went was on the main deck.
SOPA, dear friends, is COMNAVAIRPAC
'Cause we're all waiting for COMFIRSTFLT *to come baek.*

Ships in the area are said to include
Those of First Fleet; there's plenty of room.
Yard, harbor and some fishing craft
Are seen standing by with their shallow draft.
This mid-watch has been truly a treat,
Writing verse that only Shakespeare could beat.
The aim of this log—if it isn't too clear—
Is to wish all our shipmates a Happy New Year.

L. W. Allan, ENS, USNR

USS Hancock (CVA 19)

On New Year's morn we open our scene
With Pier Three North at our starboard beam.
Alameda Air Station is our berthing spot
With all of our mooring lines doubled and taut.

Coral Sea, Markab *and* Pictor *are here,*
Our sisters-at-arms, at nearby piers.
Rear Admiral Welsh is SOPA this night,
Fleet Air Alameda has title by right.

Number Seven Boiler is on the steam line,
Numbers Three and Four Generators keeping in time;
Miseellaneous services are received on our decks,
While Condition Yoke settings have hourly checks.

As time passes by and midnight draws near,
We look ahead to a bright New Year
When the old one passes we bid it adieu—
Amid whistles and bells we welcome the new.

LTJG Dennis E. Neuman, USNR

Patrol Squadron 28

VP Twenty-Eight's the name
Or so my log will read.
We're based ashore at Barbers Point—
And now a poem I need.

Tradition says on New Year's Eve,
You write your log in verse.
So here I start with pen in hand
For better or for worse.

Commander Folsom's our CO,
Roll is his exec.
All is quiet this New Year's Eve,
Upon our quarterdeck.

We're under administrative control,
And operational too,
Of Commodore Ringness and his staff,
Com Fleet Air Wing Two.

This year has been a busy one
For men of "Twenty-Eight,"
We've traveled half the world around—
This has been our fate.

'Twas while we were deployed we saw
The start of the old year,
We had a few more months to go
At Iwakuni-by-the-sea.

We left Japan and headed home
'Twas in the month of May.
We stopped at Wake, then to the Point.
We hoped this time to stay.

We've worked real hard since we've been back,
We've also had some fun.
We've met commitments from the "Wing,"
And earned a "Job Well Done."

We'll do our job this next year too.
We'll do as much and more.
And now, you men of Twenty-Eight,
Get busy on this ehore.

M. F. Finneran, AT1, USN

USS John W. Weeks (DD 701)

Securely moored in Egypt's Port Said,
Stern toward the quay wall, with standard lines tied,
The port anchor's out and holding us fast,
With Suez Canal lights hung from the mast.

With readiness four and material Yoke,
Two boilers in tandem are ours at a stroke.
Both dynamos turning, all hands set to go,
Ahead is the desert, behind us the snow.

Six sentries on deck keep security taut,
With New Year's Eve liberty granted to naught.
At midnight the whistle announces 'mid cheers,
The pilot's arrival (and also New Year's).

The last freighter northbound shows green over white
And as she goes past us we enter the night,
Underway for Suez with southerly course,
According to orders of COMMIDEAST Force.

The convoy forms on its only greyhound
And soon eighteen ships are slowly southbound.
At the head of the column John Weeks *leads the way,*
The first through Suez on this New Year's Day.

The transit is long and the hour is late,
Yet most of the crew thinks the viewing is great.
From Med to Mideast no ship is our peer,
So to all you who read this, a Happy New Year!

J. K. Birchfield, ENS, USNR

USS New (DD 818)

Tis the end of an old year, the start of a new—
Tonight's CDO has got plenty to do.
The log must be written, in verse so they say,
Proper meter and rhyme for the midwatch, this day.

So here is our status—moored starboard side to
USS *Barton, DD Seven Two Two.*
Standard mooring lines doubled, a wire out aft,
The port anchor down. Strong winds? We just laugh.

Other ships in the nest, from outboard in,
Are the USS *Pierce and* USS *Lind;*
Last is the Cony *with nothing to fear;*
She's got the good berth, starboard side to the pier.

Pier twenty-one, Berth two-one-one—
This is it, lads, our place in the sun.
At the DesSub piers in a town of much fame:
Norfolk, Virginia, the one and the same.

The pier is denied us for getting our power,
So Number One boiler is the man of the hour,
To give us the juice for the things that we need
The Number One plant is doing the deed.

Other friends with us on this joyful night
Are ships of LantFlt all snuggled up tight.
Our boss for the evening and SOPA as well
Is COMSUBLANT, *a vice admiral.*

Now the log is complete, there's no more to say

Except for a wish on this happy day,
That the New Year will bring to the ships and the men
A continuing peace and a world on the mend.

R. S. McCartney, LTJG, USN

USS Henry W. Tucker (DD 875)

The time is four "O" (so's the ship we're aboard),
It's the first of the year and Tucker *is moored.*
The pier is 8 west in the Boston Shipyard.
The crew is at rest after work long and hard.
Six standard lines doubled: wires fore and aft.
A full fourteen feet is Tucker's *mean draft.*
Our plant is cold; we're supplied by the pier,
Yoke has been set and the weather is clear.
Rear Admiral Hull, COMCRUDESFLOT *Ten,*
(His Flag is in Boston*) is SOPA again.*
Various units of the Atlantic Fleet
Are present as these two years meet.
It took a full year for FRAM Mark I.
We leave on the 6th, our work here is done.

In a new ship we are going to sea,
Off to Long Beach and CruDesFlot Three.
Our trip to the East has been fruitful, but cold.
We made many new friends, but long for the old.
So in this season of good will to men,
We set out to join OPNAV again.
Now we must make a new resolution,
For this we have a good solution:
To continue to do what we've always done,
Work hard to make Tucker *Number* ONE.

B. J. Sottile, LTJG, USN

USS Klondike (AR 22)

The night is quite pleasant, and clear
As a bell, as we ring out the old
Year and the new in as well.

NS San Diego, east side of
Pier One, is where we're tied
Up, with mooring lines doubly run.

We're receiving all service direct from
the pier—electricity, steam, water,
But sorry, no beer.

Alongside to starboard, and humming
Like bees, are the USS *Clymer*
And USS *Lenawee.*

Ships all about us both fore and aft—
Are PacFleet units,
Plus some district craft.

COMNAVAIRPAC *is SOPA, over North*
Island way, he resumed this
Duty only yesterday.

To our loved ones and good friends
throughout
This great sphere—our very best
Wishes for a Joyous New Year.

A. J. Stefano, IMCS, USN

USS Henry B. Wilson (DDG 7)

Moored starboard side to the pier that floats,
In Berth Eleven, by the harbor boats,
At the Naval Station on Yokosuka Bay—
In old Japan we spend New Year's Day.

Six mooring lines doubled will hold us in place,
With two wire ropes out, just to save face.
Steam is from Forward, we're making our own,
From the pier we are getting fresh water and phone.

Other ships present are both large and small,
Of the Seventh Fleet they are members all.
We are also surrounded, both fore and aft,
By various yard and district craft.

USS *Galveston, a ship large and fine,*
Is the flagship for SOPA, CRUDESFLOT *Nine.*
The readiness condition is Number Three,
If you don't think we're ready, just try us and see.

We have Yoke set (and know it's set right),
So the old Henry B. *is quite watertight.*
To the past we bid a fond adieu,
But out with the old and in with the new.
The crew of the Wilson, *with hearty cheer,*
Wish all those who read this a Happy New Year!

Michael W. Kilgore, LTJG, USN

USS Apache (ATF 67)

First I must say
Happy New Year to you,
From the good ship Apache
Twixt the pier and the Sioux.

I hasten to explain
(at least I'm a sport)
That pier one is to starboard
And the Sioux *is to port.*

So that our shipmates'
Sleep will not be troubled
(We're very efficient),
Our moorings are doubled—

Although New Year's Eve's
Rarely spent in the rack.
We represent SOPA—
He's COMNAVAIRPAC.

North Island's established
As SOPA's location,
It's affectionately called
Our Naval Air Station.

Of supporting ourselves
We're capable, no fear,
But we are getting services
From Number One pier.

In that there's no harm,
So the following I deem
We are receiving:
Water, current and steam.

Various units of
U. S. PacFleet
are present this night
As the New Year we meet.

Aboard the Apache
Yoke has been set;
As I mentioned before,
We are taut—you can bet.

We are all looking forward
To a peaceful New Year
Aboard the Apache
At the Number One pier.

J. N. Shadle, ENS, USNR

USS Oxford (AG 159)

Roses are red, violets are blue,
USS *Oxford's* at Berth 32.
Naval Shipyard Portsmouth's the place we are moored;
The Randolph *is SOPA, Admiral Stuart aboard.*

Service from the pier is same as before
The security watch says that all is secure.
And we are all ready to greet the New Year,
With our doubled up lines secure to the pier.

Now up the brow comes an old, old man
Wearing bell-bottomed trousers, with a scythe in his hand.
His whiskers quite long, he's dragging the deck—
He's worn and tired, with a crick in his neck.

Coming to meet him is a little babe—
He just arrived on an ocean wave—
To assume the duties of a new day.
And the old man retires—he's on his way.

The bell strikes eight and fades away,
With Yoke all set, merriment holds sway.
Now a rousing good cheer for all our crew,
And a Happy New Year to each of you.

J. L. Montgomery, CTCS, USN

Now, if you have written a New Year's log in rhyme, and it's released by your CO for publication, send it along to the Editor, ALL HANDS, 1809 Arlington Annex, Navy Dept., Washington, D.C.

TAFFRAIL TALK

ALL HANDS FINALLY has a first of its own, and now we can appreciate to the full just how it feels.

We are pleased to announce that, after all these years, we have received through ordinary official channels, with no coaching from anyone, the announcement of a change of command ceremony which was NOT (repeat NOT) described as "brief but impressive."

This is, in its own small way, a first of considerable magnitude and, if we but knew the name of the journalist who first conceived this daring departure from naval clichese, and the fearless PIO who approved it, we would be proud and honored to shake their respective hands.

Man and boy, we've been around these editorial offices for nigh on these many years, and this was the *first* time in donkey's years (to coin a phrase) of the arrival of a change of command announcement which stuck to the facts and avoided the floral formula.

The change of command ceremony is an important tradition in today's Navy, as it was in yesterday's. It provides an opportunity to welcome the new CO aboard, and to do honor to the outgoing commander. Because change of commands are occuring throughout the Fleet and shore stations all the time, ALL HANDS could never publish them all, and hence has a policy not to print them at all.

The following account is brief and impressive, and therefore as a kind of tribute to the ceremony itself and to succinct journalism also, it is reported that:

CDR Donald R. Schaffer became commanding officer of USS *Everett F. Larson* (DD 830) at Long Beach when he relieved CDR Carl R. Quanstrom, Jr.

CDR Schaffer reported to *Larson* from duty on the staff, U. S. Naval Postgraduate School, Montery, Calif. He served as ordnance engineering curriculum officer.

Upon being relieved, CDR Quanstrom reported to the Naval Communications Station, Washington, D. C. for duty.

A fine ship, *Larson*.

★ ★ ★

Most of the old salts in the Navy are familiar with nearly every excuse a new recruit can dream up, but perhaps the regimental duty officer at San Diego Naval Training Center has heard a new one.

Confronting Prince David Scott during night rounds, the officer was told the reason for Naval Recruit Scott's late appearance at the base: "I've been to Hollywood, sir, to play my bugle for the movies, sir."

The recruit had been flown to Los Angeles and whisked to the movie studios by chauffeured car. He gave the OOD a detailed description of how his bugle calls were dubbed into the movie soundtrack.

Scott then told how he had toured Beverly Hills with a TV cowboy, lunched at Lindy's and met numerous Hollywood stars. The story was ended with a wide-eyed tale of a movie star in a bikini, "with crystal clear blue eyes. . . ."

The excuse, it turned out, was true. But how many times can you really believe something like that?

The All Hands Staff

The United States Navy
Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest ond understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• **AT RIGHT:** WHALEBOAT READY—Essential element in rescues at sea is a good boat crew. Hours of practice make crew react automatically and smoothly in every kind of emergency.

CHART YOUR FUTURE IN THE U.S. NAVY

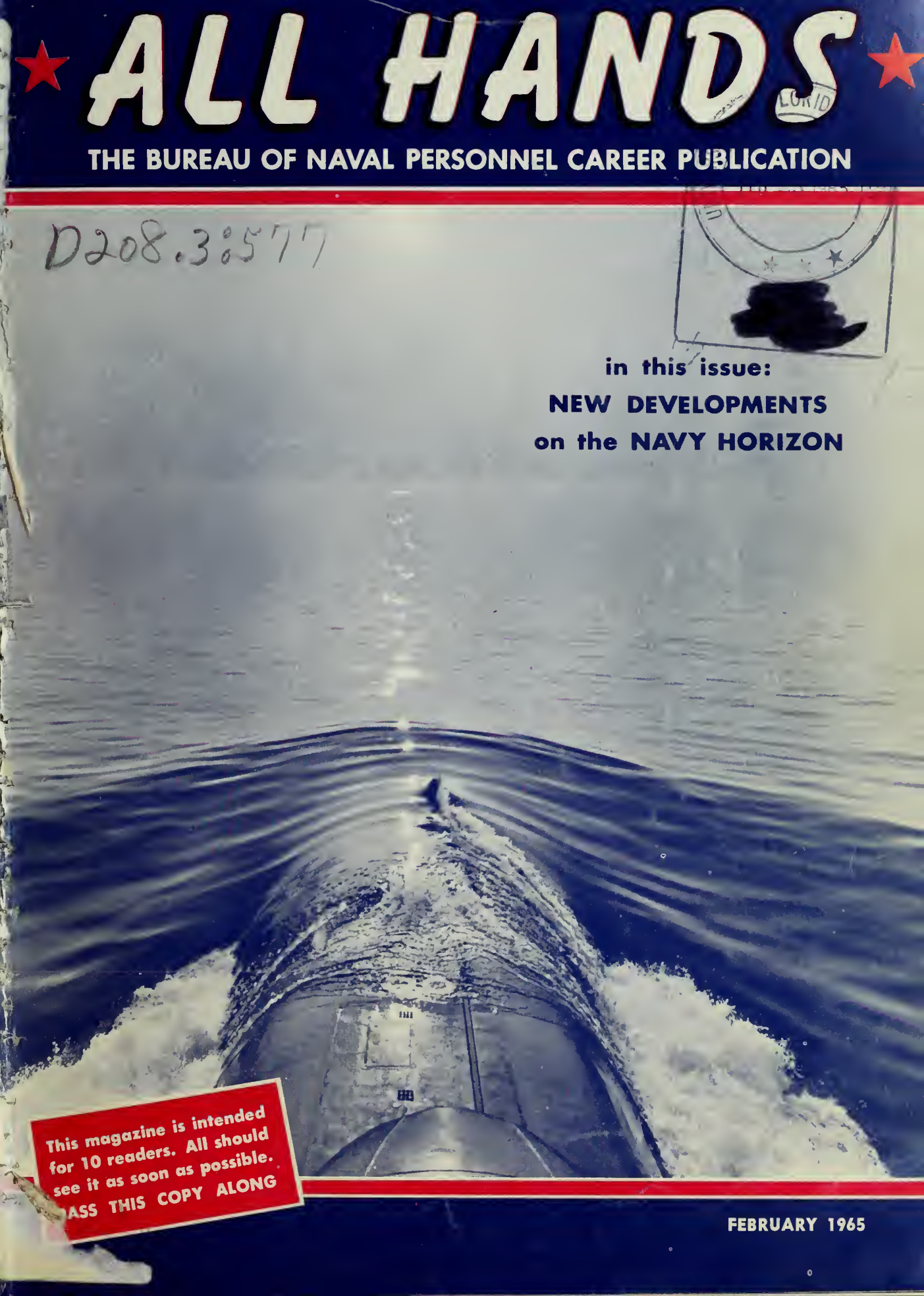
ADVANCE WHILE YOU LEARN

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

in this issue:

NEW DEVELOPMENTS on the NAVY HORIZON



This magazine is intended for 10 readers. All should see it as soon as possible. PASS THIS COPY ALONG

FEBRUARY 1965

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

FEBRUARY 1965 | Nav-Pers-O | NUMBER 577

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to subactivities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

TABLE OF CONTENTS

• **FRONT COVER:** WHAT'S AHEAD?—Mysterious atmosphere around **Polaris** sub surfacing in a fog-shrouded sea is symbolic of the many new developments the Navy is researching in a continuing plan to improve the present and develop the new in equipment and concept.

• **AT LEFT:** DEEP SUBJECT—The Navy is seeking new developments in underwater vehicles capable of deep submergence for submarine rescue work and research to unlock the secrets of Davy Jones's locker. Here is the two-man sub *Alvin*, now on duty at Woods Hole Oceanographic Institute, where it will be used to conduct research down to 6000 feet.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

NEW DEVELOPMENTS—

Looking Beyond the

"BUILD A BETTER mousetrap," said a 19th century American, "and the world will beat a path to your door."

Even in the early days of the country's history, a man with Yankee ingenuity and perseverence had a fighting chance for fame and fortune. In the 1800s, many a man who was clever with his hands spent his time puttering in his workshop, and from such shops came the telephone, the steam turbine and the automobile.

These were great advances, but in those days advances came slowly. When one thought of the matter at all, it was only natural to refer to the slow, inexorable march of science and assume it would always be so. Mostly slow.

But most people failed to reckon with one fact: An idea propagates itself. Each step forward seemed to lead to two more. In 1917, when the Great War was being fought in Europe, major advances had begun to come more frequently; and by World War II breakthroughs in both pure and applied science were coming faster than anyone had ever dreamed possible.

Instead of using makeshift workshops inventors moved into multi-million dollar laboratories. Yankee ingenuity still counted, but the mousetrap was passé—radar, sonar, jet propulsion and nuclear power took its place. Since then, each year's contributions from the scientific community have exceeded those of the preceding year. The march of science has become a stampede.

The stampede has affected everyone: the housewife, the poet, the politician. It has changed the Navy, adding guided missiles, nuclear power and computers to the striking forces. Furthermore, the experts expect the progress to continue, even to increase in pace.

So how about next year? How about 1975? Clues exist in the Navy's major research and development projects underway today. Some you may have heard about, others not. Here are a few which seem to hold promise:

Advonces in Nucleonics

THOUGH NUCLEAR power has been a reality for almost a generation, it is still in its pioneering phase. In this phase the Navy stands as a trail blazer. Everyone knows atomic energy is used to power many Navy ships, but even in the sea service comparatively few people have seen the reactors, and even fewer work with atomic energy on a day-to-day basis. Outside the Navy's nuclear powered submarine program, cost effectiveness has been one of the primary considerations in the application of nuclear power to Navy ships.

During the past few years research in nuclear technology has progressed steadily toward atomic power plants which are promising from a fiscal as well as from a strategic and logistic point of view. During those years scientists sought reactors which would be cheaper, simpler, more compact and more powerful.

A New Nucleor Reoctor

A NEW ADVANCE was recently announced by the President of the United States.

The President spoke of " . . . a new, high-powered, long-lived reactor which constitutes a major step forward in nuclear technology and will make nuclear power more attractive in the construction of aircraft carriers.

"Two of these reactors could power an aircraft carrier, as compared with eight reactors required for USS *Enterprise* and four considered for *John F. Kennedy*." The President went on to say the newly developed models would be available for installation in a carrier in 1968 or 1969.

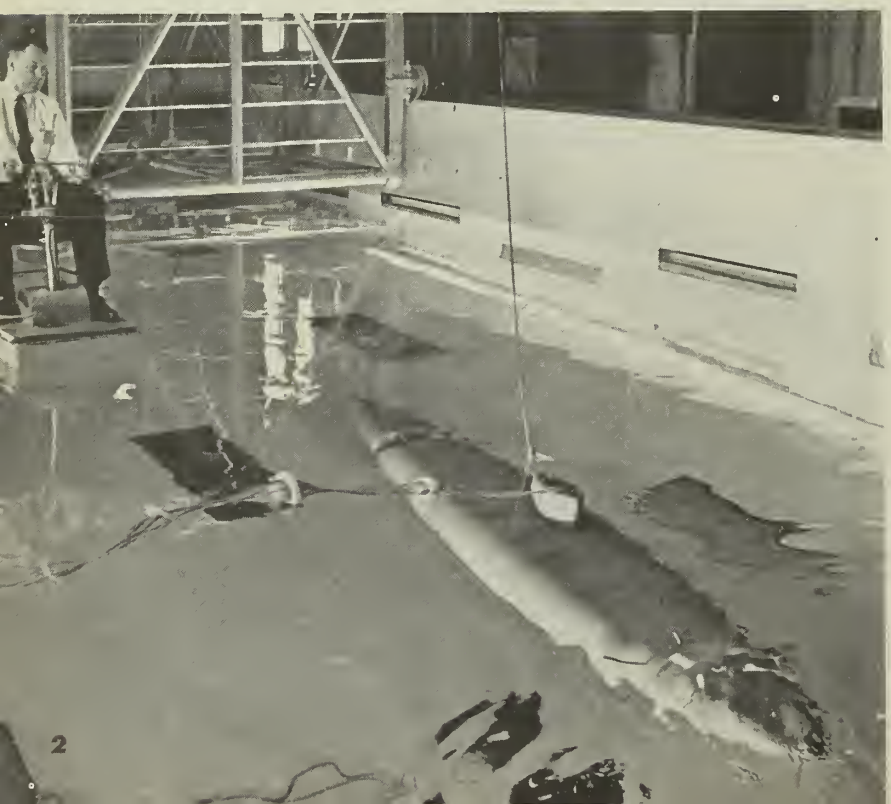
In addition to costing less, they will have almost double the fuel life: A carrier powered by the new plants would require refueling only once in the life of the ship.

Shortly after the President announced the development of the new nuclear reactor, the Department of Defense cited the successes of nuclear powered submarines. Since the first *Polaris* sub went to sea, none has been late in deployment, no patrol has been cut short, no vessel has returned prematurely from patrol and no communications message has been missed.

More Uses for Atom: SNAP

WHILE PROGRESS continues in reactor technology, scientists are seeking auxiliary uses for the atom. Already the Atomic Energy Commission has discovered ways to power lighthouses, buoys and data collection stations with waste materials from nuclear reactors.

NEW IDEA—Model of tandem prop sub is tested at David Taylor model basin.



Horizon

These AEC power plants are called Systems for Nuclear Auxiliary Power (SNAP). SNAP generators used on land or in the sea produce electricity from waste strontium 90, have no moving parts and can operate steadily from two to 10 maintenance-free years. They are said to be more reliable than the machinery and instruments they power.

SNAP generators have a number of possible applications, but are presently limited by their weight and the high cost of fuel processing—problems which the AEC is seeking to solve.

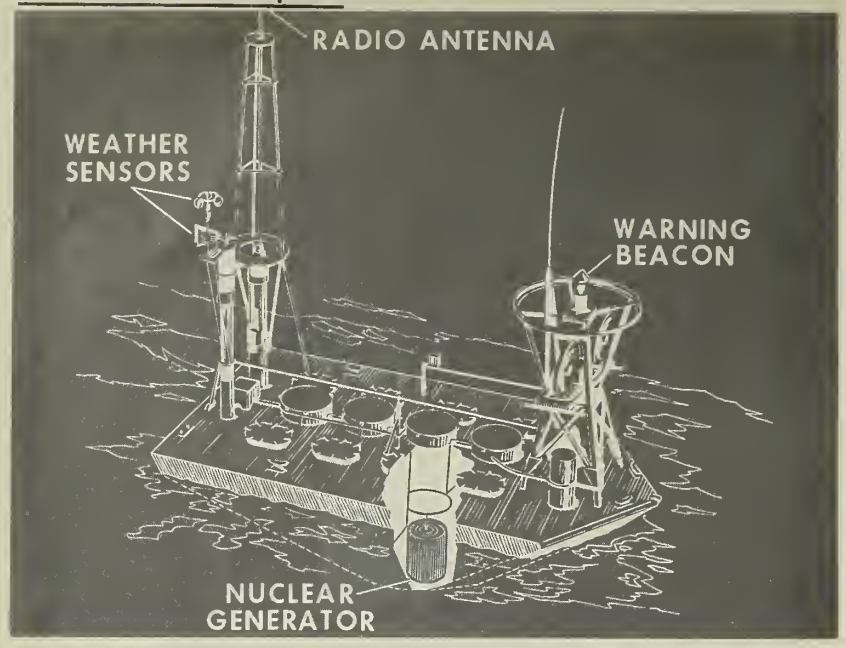
The fuel price is high because the refinement of strontium 90 must presently be done on a small scale and requires many man-hours. But, when an isotope production plant goes into operation in 1968, the fuel will be mass produced and the cost should drop to one-tenth its present price.

Weight problems are harder to solve, since strontium 90 requires heavy shielding, but some progress has been made. Through design and production changes engineers hope to reduce the weight of waste-fueled generators from 4600 pounds to 1000 pounds in the near future.

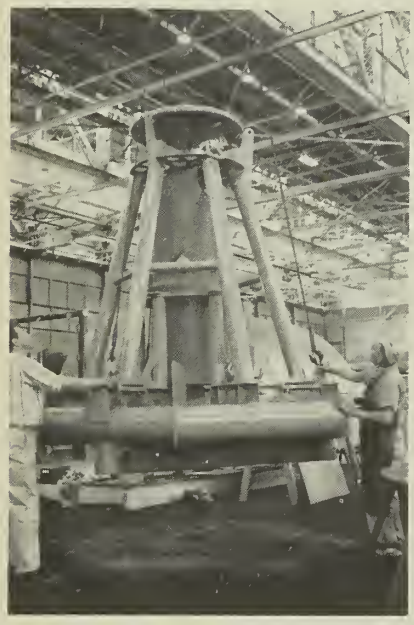
SNAP generators have also been used for space projects, though space generators must use virgin fuel (which requires less shielding than do waste products). The first appli-

NAVIGATION AID—New Navy Navigation Satellite System Antenna, in Minnesota, will permit ships to get exact locations through navigation satellite.

ON AIR—Hydroskimmer, SKMR-1, is a test craft the Navy is using to study future application of the GEM idea.



REAL SNAPPY—Unmanned weather station in Gulf and undersea sounding device are products of the SNAP program using strontium to produce electricity.



cation of nuclear power in space was a SNAP generator on a Navy satellite launched in 1961.

Oceanography: Booming Business

THE STUDY of the sea is evolving into the most practical of pursuits. Oceanographers are putting their knowledge to use through oceanographic engineering, a field which will bear watching in the next decade.

The advent of oceanographic engineering is difficult to pin down, but Navy interest picked up considerably in 1962, and in 1963 the Secretary of the Navy formed the Deep Submergence Systems Review Group (DSSRG). The Group, composed of outstanding authorities in the oceanographic and engineering fields, was to determine whether or not their respective areas had developed to a point when it would be feasible to try for a deep sea recovery and engineering capability.

For several months members of the group pondered the question, talked with other experts over the world, and called in consultants from industry. By early 1964 they were ready with an answer: Yes. The Navy could operate in the deep sea, and the DSSRG report explained how it could be done.

Undersea engineering projects, the experts reported, could not be conducted from the surface. Although dredges, towed machinery and robot mechanisms were satisfactory for gathering random samples and data they could not be controlled with the accuracy necessary for engineering. That would be, by necessity, a man's job. The problem was to enable men to work on the ocean's floor.

Deep Sea Vehicles

CONSEQUENTLY, along with the group's affirmative answer to the question of deep-sea development, designs were submitted for two vehicles which could dive to 20,000 feet. With such a depth capability the craft would be able to reach over 90 per cent of the ocean's floor.

One of these miniature submarines would be a search craft, equipped with searchlights, magnetic detection gear and sonar. It would carry a crew of two men and would be used to locate sunken objects and pave the way for the second submersible, the engineering vehicle.

The work craft, as the second vehicle is called, would be equipped with manipulators similar to those used by physicists to work with highly radioactive material. With these manipulators the two men inside the craft could do anything a diver could do at lesser depths. Together, the two submersibles could be used for either salvage or construction.

When DSSRG was created the Navy was already at work on the unrelated *Alvin* project. *Alvin*, a research craft, is remarkably similar to those vehicles proposed by DSSRG, but will be limited to 6000 feet from the surface. *Alvin* was launched in 1964 and will be used to investigate the continental shelves.

Since the publication of the DSSRG report the Bureau of Ships has begun working on designs for a deep-submergence vehicle with an 18,000 foot capability. Like *Alvin*, it will be a teardrop-shaped vessel, but its pressure sphere will be constructed either of titanium (which will withstand 110,000 pounds of pressure per square inch) or a specially aged steel with a 160,000 psi capability.

Although neither of these vessels will have direct operational possibilities for the Fleet, development of deep-diving research and engineering vehicles will undoubtedly lead to the development of better Navy subs.

The tremendous pressures at great depths, for instance, have always limited large submarines to relatively shallow water. This problem may be solved by the engineers who are seeking high-strength materials for the research subs.

Sealab

SEALAB is another oceanographic project with fascinating possibilities for the future. *Sealab*, a submersible living area designed to enable divers to live near their work, may be the forerunner of future cities under the sea. *Sealab's* designers were trying to eliminate daily time-consuming decompression periods and considerably increase the time a diver could remain on the bottom. It looks as though they may have succeeded in this effort.

WEE ONE—Research sub *Star I* sits on simulated hatch, showing how it could be airlifted to find sunken submarine.

Last July the *Sealab* was lowered to a depth of about 200 feet some 26 miles off the southwest coast of Bermuda (See ALL HANDS, October 1964). For 10 days four Navy divers lived on a helium-oxygen atmosphere, entirely underwater, living in comfortable quarters under a pressure equal to that of the surrounding sea. They entered the water through an open port in the deck, and embarked on many exploring and minor engineering expeditions.

The Navy intends to continue with a more extensive series of deeper and longer manned expeditions in the near future. With the Man in the Sea program (which evolved from the *Sealab* project) the Navy hopes to develop a capability for long duration work at 600 feet without any additional breakthroughs. Hopefully, *Sealab* installations as deep as 1000 feet might be possible.

Construction frogmen of the future may live in similar undersea quarters while completing their jobs. Because they would not require the costly full-time support of a ship nor waste time decompressing after each trip, undersea engineering would become more feasible from an economic standpoint. *Sealab* may lead to underwater mining operations, undersea defense installations and cities on the ocean bottom.

The science-fiction people knew it as far back as Jules Verne.

ASWEPS

ASWEPS is a project which will probably be of more immediate concern to the operating forces, particularly those involved in antisubmarine warfare. ASWEPS, standing for Antisubmarine Warfare Environmental Prediction Systems, is a scheme to predict oceanographic conditions much as meteorologists predict future conditions in the atmosphere.

It should be of great value to HUK operations, since sea conditions (temperature and salinity variations) affect the operation of sonar. Sonar operators could furnish much more reliable information, for instance, if they knew the exact conditions of the sea at the time of their search.

Sub commanders could also use the predicting service. In ocean areas where a sudden drop in temperature exists between two layers of water, submarine detection is next to impossible. A friendly sub skipper seeking to evade the enemy could use the underwater "weather" prediction to locate such a hiding place.

Under the ASWEPS system, information on current sea conditions would be gathered world wide by all possible methods, including buoys, aircraft, and ships which would trail undersea sensors as they went about their jobs. The information would be compiled and oceanographers would then make their predictions.

However, before oceanographers can predict future conditions or even analyze those of the present, they must understand the natural laws which cause constant change in the sea. In other words the future of ASWEPS—and other important projects—depends entirely upon better understanding of the ocean.

An Oceanographic Fleet

SO THE QUEST for naval supremacy on and beneath the sea has led to an unprecedented search for information. The science of oceanography, as said before, is booming and Data, with a capital D, is king.

Much of the necessary data is being collected by the Navy's oceanographic ships. There are, at present, 30 Navy or Navy-sponsored oceanographic research ships either in operation or under construction. Unmanned ocean data stations or telemetering stations are also being used. A number of them are already in operation and new ones, some of which can go for a year or more without maintenance are being launched.

Oceanographic ships and ocean data stations combined, however, do not meet the Navy's requirements for information on the sea. To speed things up a little the Navy has plans

to institute a new project called Research Ships of Opportunity.

The program, which is just beginning to take shape, calls for van-type portable oceanographic laboratories to be carried aboard merchant ships. While the ships continue to ply their normal trade routes, a team of oceanographers will be busy collecting information. The first such trip has just been completed.

When enough information has been compiled and studied, the big picture will emerge. So will ASWEPS, advanced sonar, deeper subs, and a greater undersea engineering capability.

New Ships

WHILE ONE GROUP of engineers is seeking to build craft capable of diving to the greatest depths, still another group is continuing the search for an operational vehicle which will skim over the surface at high speeds. The most noteworthy projects in this category are the hydrofoils and the ground effects machines (GEM).

Of the two, hydrofoils seem the more promising for naval applications in the foreseeable future and at least one hydrofoil, a landing craft, is in the final stages of development.

Two amphibious landing craft, called LVH, have been constructed and are presently undergoing tests. They are some 38 feet long, can carry 16 and one-half tons, and can travel faster than 35 mph. True amphibians, they retract their hydrofoils as they near the beach, then wheels take over, enabling the pilot to move them right onto the beach. When introduced into the Fleet, they will be good news to the Marines—the new boats will be hard-to-hit targets when compared to the much slower landing craft in use today.

To date, experiments with hydrofoils have been confined mostly to boats meant for inshore use. But construction recently began on a 300-ton hydrofoil research ship. AGEH 1, to be named *Plainview*, will be a true seagoing hydrofoil capable of crossing the ocean.

Plainview will be powered by gas turbine engines, which are much lighter than other types. When launched she will be capable of reaching speeds of about 40 knots, and when super-cavitating foils are developed, her speed may reach 70 or more knots.

The cavitation problem is presently the biggest stumbling block to operational high-speed boats. The foils are designed to operate with a smooth flow of water around top and bottom; as the speed through the water increases, pressure on the upper foil surface decreases, producing lift much like that on the wing of an aircraft. The problem is, when speed reaches a certain point a vapor cavity forms on the upper surface, causing a drastic reduction in lift.

The fastest ship operated by the Navy, *Fresh I*, is being used in the development of a super-cavitating hydrofoil. *Fresh I* has been in operation since 1963 and can, theoretically, reach speeds of 115 mph.

END RESULT—Many of Navy's new developments are in new ships such as *Edward McDonnell* with the latest ASW gear and FBM sub *Benjamin Franklin*.

GEM and SKMR

ALTHOUGH the search for hydrofoil applications continues, engineers at BuShips are inclined to be skeptical about the possibility of very large operational hydrofoil craft in the near future. The engineering problems inherent in lifting a 10,000-ton ship from the water by means of hydrofoils seem, at present, to be insurmountable.

In addition to experimenting with hydrofoils, BuShips is proceeding with the GEM (ground effects machine) projects. GEM vehicles skim over the surface on a cushion of air provided by large ducted fans. The flow of air forcing its way between the water (or any surface) and the hull of the craft keeps it airborne.

Hydroskimmers still are in the early stage of development, and although there is one experimental prototype—SKMR 1—naval experts aren't yet sure how the finished product may be used. Use as a high-speed landing craft would be interesting, since SKMR 1 can operate with equal ease on land or sea, but its possible applications as an ASW platform also show promise.

Glass Submarines

RESEARCH SCIENTISTS recently discovered that glass may be stronger than steel at great depths. Ordinary glass can withstand from 5000 to 10,000 psi, but scientists at the Naval Ordnance Laboratory have found a type of high-silicate glass which can be made to withstand up to 100,000 psi.

Small hollow spheres of the special glass were lowered 21,000 feet into the Puerto Rico trench, where pressure is 9300 psi, and subjected to the shock waves from a nearby underwater explosion. The glass spheres were recovered intact.

The glass is non-yielding, lightweight, and will probably prove to be less expensive than metal. In addition, when high strength steel is subjected to high pressures it loses strength. The glass, on the other hand, *gains* strength under high pressures—the glass spheres were five times as strong at 21,000 feet as they were on the surface. (For more on this subject, see page 8).

Evaluation of the new glass is still

EX-CRUISER *USS Atlanta* has deck full of masts and antennas to be blast-tested. *Rt:* New ships like *Horne* (DLG 30) will be better able to perform mission.

in the very early stages, and glass subs will not become a reality for a long time, if ever. But if glass doesn't work, the engineers will discover something which does.

Tandem Prop Sub

ANOTHER PROJECT which may affect ships of the future is the tandem-propeller submarine, a design of CDR F. R. Haselton of ONR. The tandem prop ship is a highly maneuverable sub which does not use diving planes, rudders or standard screws. A model is presently undergoing tests by the Navy and, if the reports continue to look good, the tandem prop may someday make conventional screw-driven subs obsolete.

The model is powered by two rotating, blade-studded rings which wrap around the hull near the bow and stern. The blades are individually adjustable so the craft will be highly maneuverable, even when it is dead in the water. Present-day subs (and surface ships) have a minimum of control at very low speed.

Flying Submarines?

IN THE SEARCH for new and better ships, engineers are keeping one eye on the far future, which may not be as far away as it seems. These someday-type brainstorms may seem a little farfetched today, but remember—15 years ago an atomic sub capable of firing a missile from beneath the sea seemed a little weird, too.

Early this year Navy officials asked U. S. industry to study the feasibility of a flying submarine—or submersible airplane, take your choice. Though they agreed the idea sounded futuristic, they were not at all red-faced about the suggestion. A quest for a flying submarine is simply another long-range program to prepare for the future. Other ideas which have been considered by BuShips and ONR include several submersible landing craft which could assault a beach undetected, and several new ASW craft, including one which has a draft of 160 feet in order to get a sonar transducer down deep in the ocean.

BuShips is also building a submarine of relatively conventional design which will dive deeper than any now in operation. *Dolphin* (AGSS 555) will collect data needed to design the deep-diving operational submarine of the future. *Dolphin*, when completed, will aid in the development of new hull structures and contribute to existing knowledge on the operations of sonar and weapons systems at depths far deeper than presently attained.

Automatic Landings on Carriers

THE FLYING NAVY has been making great strides in the development of new aircraft, systems and concepts—and the trend is expected to continue. And though tomorrow's aircraft carriers will probably not look strikingly different from the *Forrestal* class flattops of today, their gear, aircraft and operating capabilities will look far different indeed.

Much time and effort has been spent pondering the problem of landing a high-speed aircraft aboard a carrier. The higher an aircraft's top speed, the higher the stall speed: Consequently, high-performance aircraft must approach the carrier too fast to leave room for human error. Experts have become seriously concerned as faster aircraft were phased into the Fleet.

There are two possible solutions; one only recently introduced into the Fleet and the other entering the final stages of development.

The operational solution is the SPN-10 automatic landing system. Using SPN-10 pilots can land aboard carriers without touching the controls during the final approach. The new system, completely automatic, makes carrier landings for high-speed jets much safer, particularly during rough seas. Almost regardless of the weather conditions the SPN-10, featuring a shipboard computer which radios instructions to an automatic pilot in the plane, can land a jet within five feet of the centerline and ten feet of the desired touchdown point. And all this without the pilot touching the controls.

SPN-10 will undoubtedly boost the carrier forces' capabilities, as pilots can be launched and recovered in rougher weather. Also, because machines make far fewer errors than men, carrier landings are safer.

Tests for New Aircraft

THE SECOND SOLUTION to the problem is the F-111B, the Navy's version of the TFX. Testing of the new plane will begin this year when the first model rolls off the production lines.

The F-111B is a two-man fighter powered by two turbo-jet engines. It will fly at two and one-half times the speed of sound yet, with its wings extended, will land at slower speeds than some present-day aircraft—good news for pilots who will bring her aboard ship.

The F-111B will carry the new guided missile *Phoenix*. Most data concerning the *Phoenix* air-to-air missile is classified, but it's generally understood that the new weapon is far superior to those now in existence.

Another new plane, the A7A, will soon begin to replace the A-4E *Sky-*

(*Continued on page* 12)

Here's More About That Glass

MANY A SUBMARINER on a long underwater cruise has wished the view included something more than pipes and bulkheads. Seeing beyond the hull, however, has been denied to sub-surface sailors unless they navigate in one of the Navy's underwater research vessels equipped with ports.

This may not always be the case. Every Navyman who ever sub-navigated, and many a surface sailor too, will be interested to know the Navy is investigating the possibility of glass as a replacement for metal in underwater boats.

Lest anyone conjure a vision of a fragile sub-surface craft, we hasten to say that a glass submarine or research vessel, when and if it comes, will be tough and rugged. It may be transparent but, unless further research turns up now undisclosed weaknesses, it will serve its purpose very well indeed.

Everyone who works with fibers knows glass has tremendous strength, especially when used with a binding material such as plastic or rubber. Solid glass is also strong. A glass capsule, for example, remains undamaged when subjected to pressures that would crumple a steel hull of equal weight. Indeed, glass becomes more compact under pressure, hence more rigid.

Unlike soft dense materials (such as steel), glass is strong and light. A glass hull bobs to the surface under conditions that would make a steel hull sink.

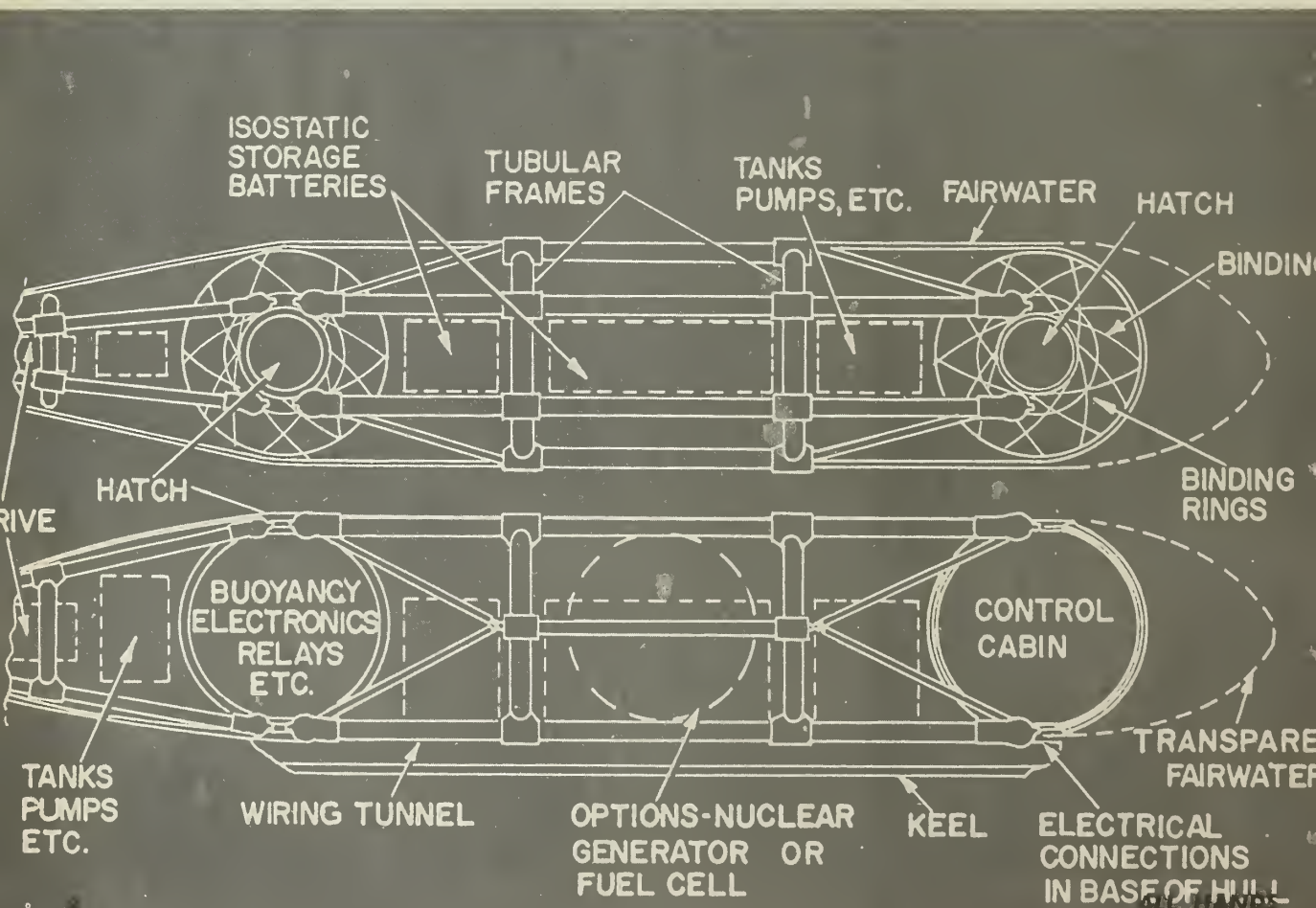
Glass is chemically stable, too. This means, among other things, that it won't rust. This suggests interesting possibilities.

It is, in fact, so strong, buoyant and chemically stable, that hollow glass bubbles cast up by erupting volcanoes have survived the cataclysm intact, and preserved their interior vacuum until they were broken in laboratory tests.

THERE'S NO DOUBT about it, glass has many good qualities—but everyone who has thrown a baseball through a windowpane knows the pane shatters into a hundred pieces. When a stone or a ball hits a car windshield, however, the glass cracks but doesn't shatter. This is because the car windshield has been treated to resist sudden shock. A layer of tough plastic has been added.

An underwater explosion, if it were near enough, or a collision, could have the effect on a glass underwater boat comparable to that of a baseball on a windowpane. Althongh a glass sphere is an excellent material and shape for withstanding the tremendous pressure of the sea, a shock wave will travel around the sphere and, if the shock is strong enough, will fracture the sphere from the opposite side. To prevent fracture from explosion and collision, researchers envision sandwiching glass between facture-tough plastic or rubber.

ON THE BOARDS—Plans show a possible bottom work boat using two glass spheres united by glass tube frames.



Submarine

ANOTHER APPROACH has been to use glass in the shape of donuts, cylinders, spheres and other rounded shapes, whose walls are sandwiched between plastic layers. These are held in a mesh cage-like device which produces compression in the glass. This, researchers have found, prevents cracks from spreading if they occur. Also the cage would be handy for making attachments.

The ability of glass to bend without breaking has also been increased by using heat and chemicals to precompress the surface, making it more difficult for cracks to get started.

The Naval Ordnance Laboratory at White Oak, Md., began seriously testing glass for use in deep submergence vehicles in March 1964 when several of its glass specialists went to the Caribbean on board USNS *J. M. Gillis* (T-AGOR 4).

When the *Gillis* fathometer told the NOL men they were over the Puerto Rico Trench, they stopped and lowered 95 hollow glass spheres one by one to different depths.

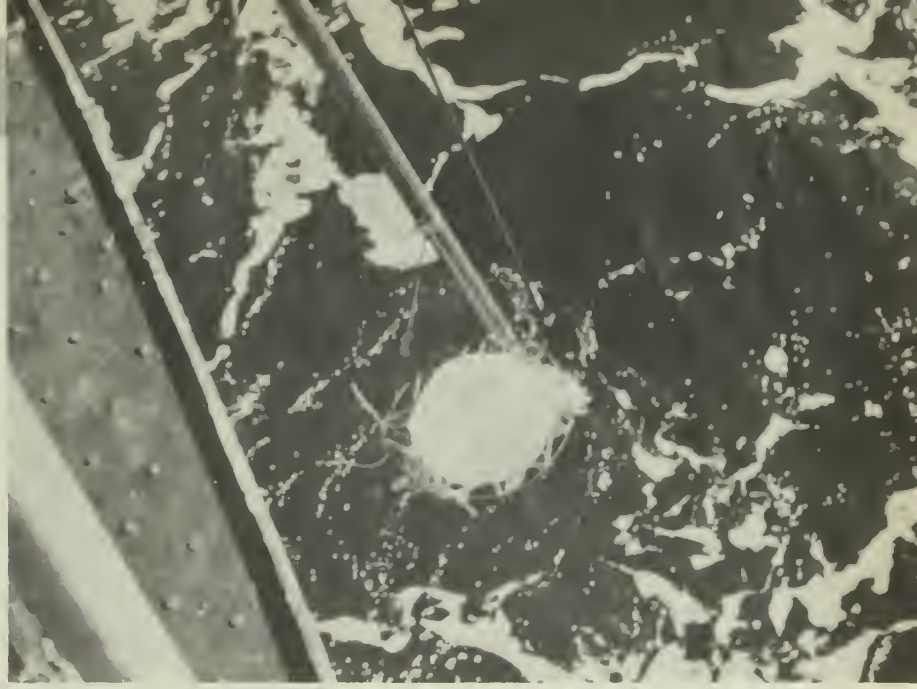
The NOL men placed one-pound pentolite explosive charges one by one on the racks which held the spheres and detonated the charges at depths of 300, 7000, 14,000 and 22,000 feet.

The pentolite was detonated by a hydrostat. In successive tests each explosion was set a little closer than the last until the globe collapsed in the shock wave.

The tests proved what had been suspected before—that the spheres not only resisted sea pressure very well at great depths but also became more resistant to shock waves the deeper they went.

THE NOL TEAM returned to the Puerto Rico Trench in June 1964 with a more sophisticated version of the first glass spheres. This time, they had included hatches and a lead-in for electrical connectors. They also used shapes other than spheres.

Again the models were subjected to underwater explosions to determine critical distances and the amount of shock pressure they could take. The resistance of these models to shock waves increased with depth just as the less complicated spheres had in the first phase of testing.



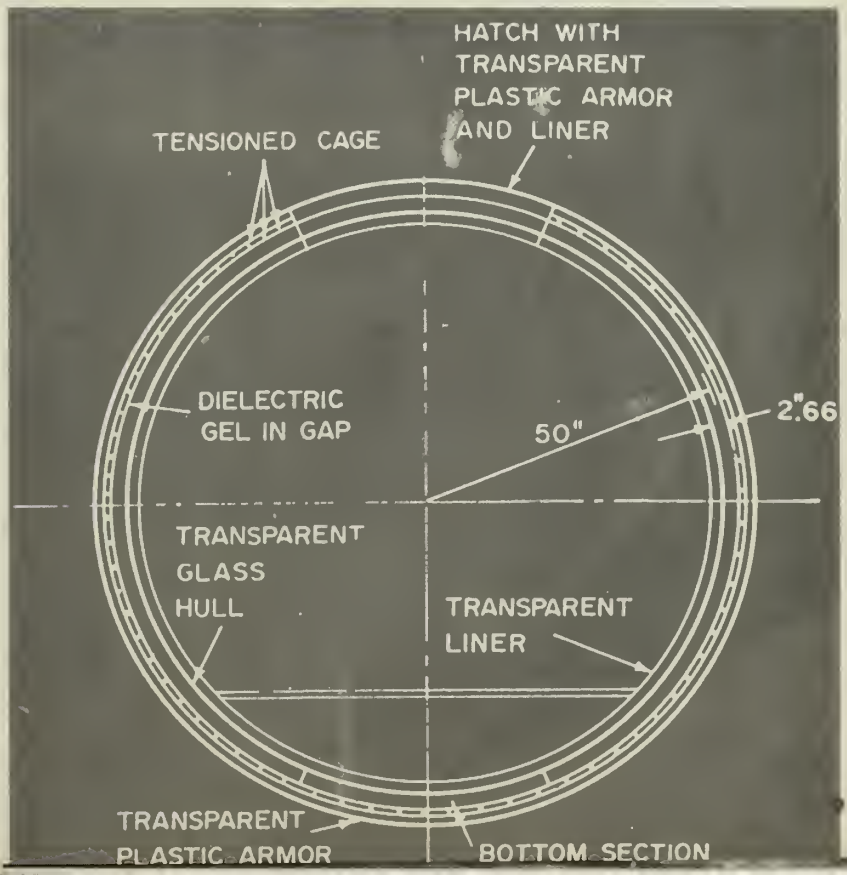
TEST VESSEL enters sea, where explosion will test strength at various depths.

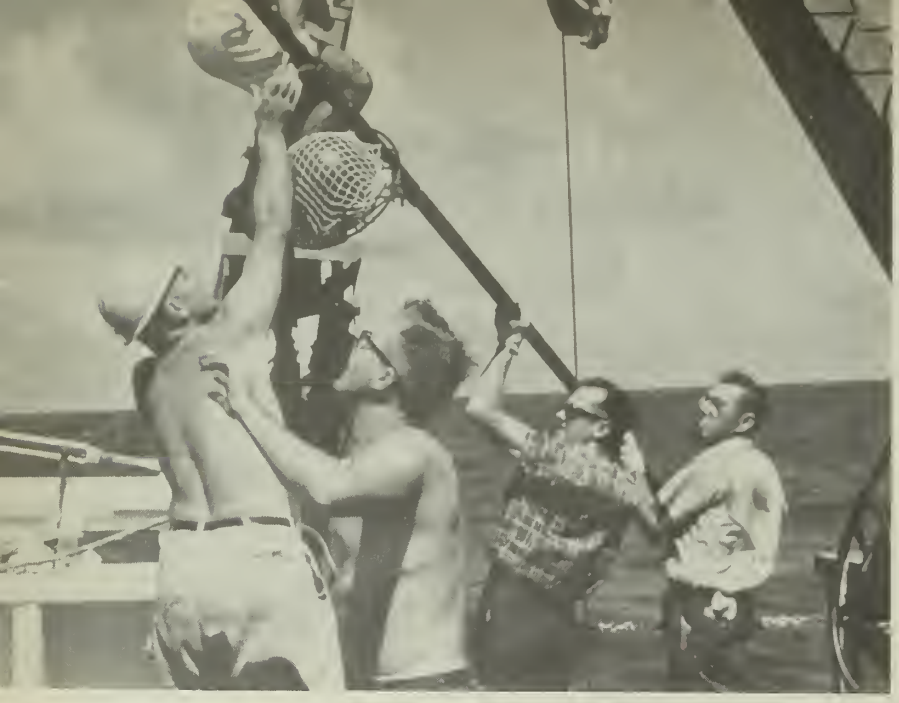
In the second series of tests, NOL men also tested their theory that a plastic skin covering the glass would appreciably increase resistance to shock waves.

The results were gratifying. A simple sphere coated with plastic only one-eighth of an inch thick resisted shock waves twice as well as an uncoated sphere they found.

A glass deep-submerged boat would probably consist of several spheres held together by a framework of hollow ribs. The glass capsules would be much more buoyant than metal capsules designed for the same depth, and the glass boat's speed, endurance, search capability

HERE'S HOW glass walls of compartment will be reinforced for strength.





TOUGH TEST—Glass sphere is secured on carriage for a trip into the sea.

and work capacity would be far greater.

The framework of ribbing would be covered by a material which would house the boat's machinery, most (or all) of which would be outside the spheres.

Other glass spheres would be added as needed within the frame to provide the boat with stability and buoyancy. The boat also might have an inflatable and transparent bow to improve the flow of water while on the surface.

Work arms (for picking up items from the sea) and lights could be added—probably to the vessel's exterior framework, rather than to any of the glass spheres. The arms, like the framework, would also be made of buoyant tubular material.

THE MEN in the boat would be in a glass cabin which would probably have a plastic liner to which interior fittings would be attached. The liner would also serve as an interior protection for the transparent glass hull which would bear the pressure load. The cabin could be cut loose and would bob to the surface in an emergency.

GLASS MENAGERIE—Crew readies spheres and cylinders for *Gillis* tests.

Surrounding the glass inside the outer plastic jacket would be a protective gelatin which would serve to insulate the wires and circuits from the sea and to help shield the glass from sudden shock. The gelatin might also tend to seal small leaks in the joints should they occur.

The gel would surround a tension-producing cage which would be covered with a transparent armor. The nonmetallic walls would keep out the cold of the sea.

If a layered plastic and glass underwater boat ever becomes a reality, it would probably offer a wide-angle view of the surrounding sea which would be difficult to equal with the small viewing ports in a more conventional vessel. Since the man steering the boat could see what is outside and around him, an electronic blackout would be less perilous than in a conventional boat. If seated amidships in a spherical capsule, his perspective would not be warped as by a flat viewpoint.

The ability to see through glass and inspect the condition of the hull is also a factor which gives a transparent vehicle an advantage over one you can't see through.

From an industrial standpoint, there is no doubt that glass boats could be built within the near future.

Studies have shown that there is sufficient capacity for melting glass in large enough quantities to produce a fleet of glass boats. However, facilities for finishing and treating large structural parts are non-existent at present, simply because the need does not exist. This can be remedied when the need is established.

SO FAR, the investigations conducted by NOL lead it to believe that glass can be used for deep submergence craft.

This year, however, NOL men will again travel to the Puerto Rico Trench to evaluate other designs and materials. They will also try to debunk their own theories on the feasibility of using glass for underwater boats.

If the theories survive the assaults made upon them, NOL's total knowledge on the subject will be poured into building glass structures big enough for man's underwater use.

After all is said and done and glass is found to be a truly practical material for underwater boats and other construction, a whole new frontier may be opened.

—Robert Neil

Spar Stands on Her Stern

ONE OF THE most unusual vessels ever to join the Navy recently took her first dip. SPAR (Seagoing Platform for Acoustics Research) of the Naval Ordnance Laboratory, White Oak, Md., was towed to sea trials in waters off Mayport, Fla.

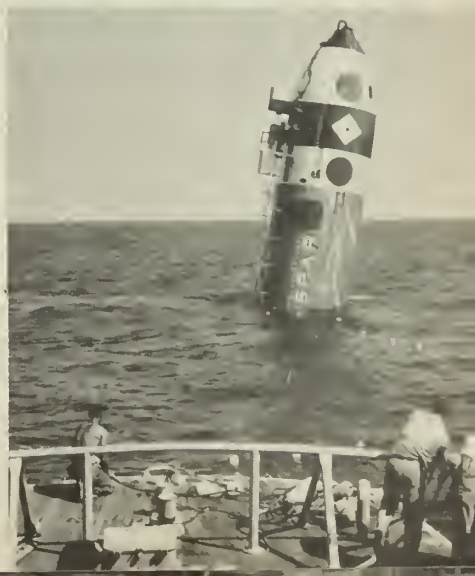
On station the 354-foot unmanned vessel was upended by taking on ballast. She maintained stability by shifting salt water between ballast tanks.

In her vertical attitude SPAR is stable in rough water with a maximum heave velocity of one fps in sea state four (five to eight-foot waves), with approximately 302 feet of her cigar shape under water.

When in operation the research vessel will receive power and control by electrical cables from a tender, and another ship will act as a target, transmitting electromagnetic and acoustic signals to be received by SPAR and relayed to the tending ship for storage and preliminary analysis. A detailed analysis will be made later.

The research vessel is being outfitted and is expected to be operational this summer.

SPAR is shown in photos shifting from horizontal to vertical position. Artist's concept shows how vessel will operate with tender and target ship to study underwater acoustics.



And What Else Is

PROPOSED deep submergence rescue craft would be able to descend 6000 ft., attach to sub's decompression chamber.

(*Continued from Page 7*)

hawk, presently one of the main attack aircraft of the carrier forces. The new plane, called VAL, closely resembles the F-8E *Crusader*, a fighter and photo reconnaissance aircraft.

VAL will have a much greater payload than the *Skyhawk*, and twice the range.

Life-Saving Transmitter

IF THE NAVY is hard at work trying to push pilots through the air faster and higher, it's also going to great lengths to insure their safety should something go wrong. One project now underway is the development of a tiny radio transmitter which would supply the airman's position should he be forced down ashore or afloat.

The transmitter in question can fit into a pocket of a Mae West, and the airman would only have to pull a cord to go on the air. Once activated, the transmitter would send out 30 beeps per minute and could be picked up by standard radio direction-finding gear. It will save many lives, particularly when pilots are forced down in cold water and life expectancy is only a few hours . . . or minutes.

The tiny transmitter has been airborne before—it was developed to attach to pigeons during studies of the bird's remarkable homing abilities.

The Exoskeleton

IT'S INEVITABLE that the Navy's brainstormers should come up with some projects which do not fit neatly into specific categories. Where, for example, would you place Man Amplifier?

Man Amplifier is based upon the premise that the human animal, though equipped with the opposable thumb and powers of reasoning, could use some improvement in the biceps category. This assumption is borne out by the inability of the average seaman to uproot trees or rip through bulkheads barehanded.

Man Amplifier is still highly experimental. Hopefully, the finished product will be a powered *exoskeleton* which will fit over a man's body. This skeleton would not inhibit freedom of movement, and when the man moved the skeleton would move also—but with far more force. This would allow him to do heavier work than he is physically equipped to do. So far, only an unpowered version has been built, but a powered one should be constructed sometime in the future. The first power models will probably be connected to the power source by an umbilical cable but, since the exoskeleton would take the weight with no trouble, the power source may be attached to the machine in later designs.

Great news for the 97-pound weakling, but it'll take some getting used to.

DOUBLE HEADER—New fire-fighting system uses light water and purple K sprayed from double-barreled hose.

Purple K Powder, Light Water

A NEW FIREFIGHTING METHOD developed by ONR is perhaps a more down to earth development. The new technique, which uses dry powder and a "light water" compound sprayed from a twin nozzle system, will extinguish some types of fires in half the time required by conventional methods.

The new method is especially successful when used to combat gasoline, oil and other fuel fires. Tests showed that one man, using the dual-nozzle arrangement can permanently extinguish an obstacle-strewn gasoline fire, covering 400 square feet, in just 25 seconds. Neither of the two agents, even in double quantities, work as well singly as they do in combination.

One of the ingredients, purple K powder, extinguishes the fire while the second, called light water, floats on the fuel, cooling it and preventing re-ignition.

Because its greatest effectiveness is in combating fuel fires, the new method will first be used at Naval Air Stations. NAS Pensacola, Fla., was the first station to use it.

Electronics

THROUGH ELECTRONICS we have learned to bounce messages off the moon, relay TV pictures via satellite, build huge electronic computers and contrive a radar which will see around corners.

That's all very well, but the gadgets have their problem. Complexity, for instance.

Quite a few years' ago, many people figured a two-way radio was a complicated piece of machinery. Nevertheless, any intelligent human being could learn to understand the gadget, given time and training. But then someone invented a better radio.

The second radio did work better, but it was also more complex, and when it went on the blink there were more parts to check. Still no problem, though the better radio took more man-hours to maintain.

Trouble was, electronics continued to improve—and to grow. Today

New?

when a machine malfunctions, a technician may have to isolate a bad part from several thousand good ones. Still no *great* problem, but the Navy is becoming hard-pressed for men who can understand and repair the gear. Theoretically, at some point in the future the situation could become absolutely ridiculous.

It won't though, mainly because of the advances in a new field called microelectronics.

Microelectronics

USING A SPECIAL process, electronic components can now be "printed" on film or "grown" on crystals no more than 1/1000th of an inch thick. With such circuits a two-way radio can be constructed no larger than the eraser on a pencil.

Size, at first glance, seems to be the major advantage of microelectronics. The first microelectronic circuits were invented with size in mind, and were used in satellites. But, as so often happens, the original purpose of an invention may be minor compared with important unforeseen developments.

Reliability and the small cost of microelectronic components (once they are mass produced) may revolutionize the Navy. One commercial company is developing a radio receiver which would fit on the head of a pin and retail for about 10 cents.

If the progress in microelectronics continues at the present rate, in a few years all the necessary electronics equipment aboard a combatant ship may be installed in one medium-sized compartment. A small group of men with semi-technical training could sit before a master control board and insure that all systems were working properly And, if the radar failed, the operator might just throw the whole thing overboard and replace it with another from his dungaree shirt pocket.

Centralized Electronics Control

MICROELECTRONICS is still in the development stage, however, and it will be a while before it affects the Fleet on any large scale. In the meantime the electronics maintenance people still have their problems, and something must fill the gap between present-day electronics and no-deposit no-return microelectronic sonar systems. That something may be Centralized Electronics Control (CEC).

CEC is being developed to reduce the number of electronic components aboard ships. A major vessel—such as a large aircraft carrier—today carries as many as 85 transmitters and 150 receivers, with approximately 70 antennas spotted here and there. That's quite a collection of gear, and it takes quite a collection of highly trained maintenance men to keep it running.

And the funny thing is: All this gear uses the same basic components, such as filters, amplifiers, mixers, condensers and resistors. The duplication of component parts costs the Navy a pretty penny . . . but until the development of CEC no one could furnish a better answer.

CEC is basically a computer which is connected with all the electronic components normally aboard ship.

Using the CEC, when a skipper

AERIAL JEEP—The Navy is the developing agency for the COIN aircraft, designed for counterinsurgency and limited warfare where terrain is rugged.

NEW BIRD—Attack aircraft A7A *VAL* will soon start replacing the A-4 *Skyhawk* aboard carriers. *VAL* will have a much greater payload and twice the range.

WHAT'S THIS—Research prototype demonstrates flotation concept for copters that will allow them to land in rough sea.

wants to speak with the task group commander he pushes a button. Inside the computer switches close, connecting all the parts of a conventional radiophone. Each component is tested by the computer and, if it's faulty, the machine rejects it and connects another, at the same time notifying the electronics gang that the part is bad.

In the winking of an eye the skipper has his connection with the Task Group Commander—and when he's finished talking the components will be automatically disconnected and held ready for use in another piece of gear, say a radar. Because almost any piece of electronics gear can be used by several sources at any given time, there will be no interference problem. One antenna, for instance, could transmit on several different wave lengths.

Essentially the ship would have more reliable equipment, the components would cost the Navy less (because fewer would be required) and the electronics ratings might be pegged for some extra shore duty. Computers are handy little creatures.

Electronic Brains

SPEAKING OF COMPUTERS . . . this brings us to a subject with all sorts of weird implications: Electronic brains.

Any computer expert will go to great lengths to explain that a computer is not a brain after all—just a stupid machine. Then the same expert turns right around and calls the machine *she*, and you're tempted to conclude that the computer boys say those unkind things just so they won't feel like heels when they lock *her* up at night.

Computers can't think, of course. But that statement may be very debatable in a few years, depending upon how "thinking" is defined.

Work is now in progress on a new type of computer which may not only think, but be no bigger than the human brain. In fact, it may be an analog to the brain—working on the same principles but using different materials. It's not a matter of building the computer—it is grown.

Study of the new computer is still in the basic stages. It works on the principle that the tree-like structures called dendrites, which connect the cells in the human brain, may account for human memory and reasoning power.

Similar dendrites grow on steel wire when it is immersed in a gold solution and subjected to electrical charges. The artificial dendrites, though not constructed of the same material as the brain, seem to exhibit some of the same characteristics. There are many problems, of which communicating with the computer is the greatest, but some experts have confidence in the idea.

Should the development of the "thinking" computer be successful, future machines could be used to do many of man's tedious and dangerous tasks. Perhaps they could even be trained, like men, to pilot planes, dive beneath the sea, or pilot the first craft to other planets.

But it'll be a while.

Can Computers Be Taught?

THE OFFICE of Naval Research has been seeking a teachable computer for quite some time, and is sponsoring several projects similar to this one.

A teachable computer would have a number of naval applications. An air to air missile, for instance, could be taught to recognize the difference between a Navy *Crusader* and an enemy aircraft. Teachable computers on ICBMs could be taught to avoid anti-missile missiles and to recognize their target on sight.

Teachable computers, incidentally, are not entirely theoretical. In one of ONR's offices is a compact little machine which has been taught, by repetition, to recognize different letters of the alphabet. If you're ever in Washington, D. C., drop by Main Navy and someone there will be happy to show the device to you; the ingenious little creature has more or less won the status of mascot with its creators.

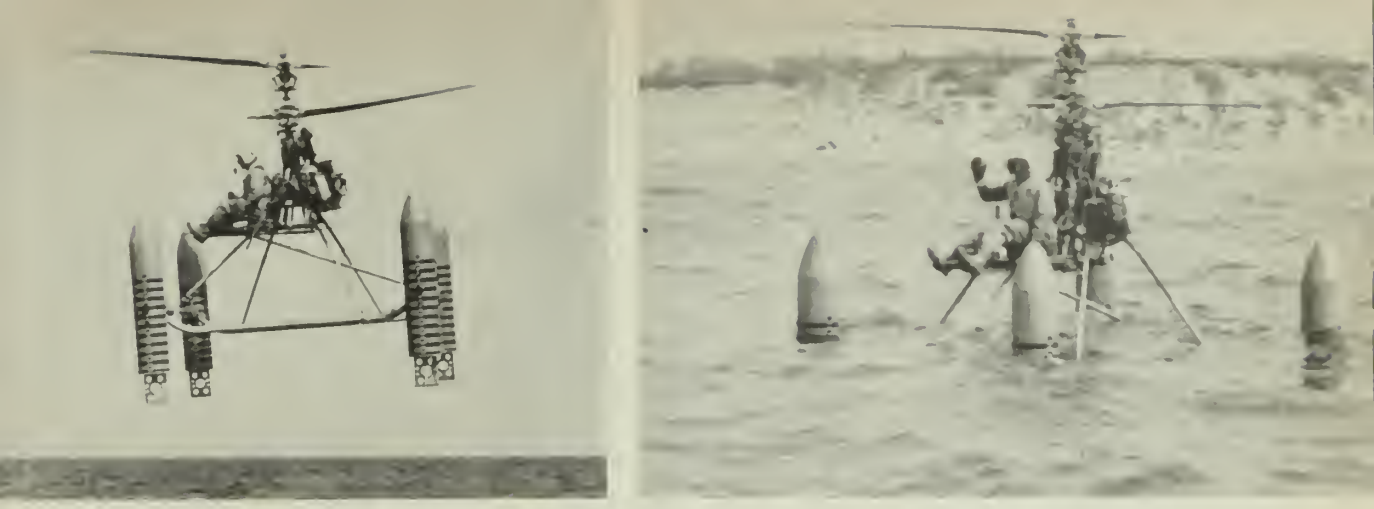
Machine-Made Problems

LEARNING COMPUTERS are still in research stages, of course, and it'll be years before anyone can predict how it's all going to work out. In the meantime the Navy is looking for better ways to utilize existing machines. One interesting idea along this line is backed by the Advanced Research Projects Agency (ARPA).

ARPA is not interested solely in Navy problems but, as is often the case, ONR is watching closely for indications of an idea with naval applications.

The Navy, like other government and commercial concerns which operate computers, has found that big data processing machines have three major drawbacks. First, they're almost impossible to transport, so they're useful only in the general area of their installation. Second, their cost is almost prohibitive. Third, a computer is usually so much faster than its operators that it spends most of the time waiting for instructions . . . and if there's anything the Navy doesn't need it's a loafing computer.

At the Massachusetts Institute of Technology ARPA has added an IBM 7094 data processing machine to the one already owned by MIT,



ROUGH CUSTOMER—Photo series shows floats positioned for land operation and flight, and for rough water landing.

and linked them with about 70 teletype machines spotted around the campus. Many more people now benefit from the machine, increasing the cost effectiveness. As many as 40 offices can send problems to the computer simultaneously.

The teletype machines need not be spotted near the computer. In the MIT project teletypes are located in the Pentagon and several universities as well as in Massachusetts, and tests have been conducted successfully from England and Norway.

By a similar method, a Navy researcher at Point Mugu, Calif. might share computer time with BuPers in the District of Columbia.

Such a plan would allow smaller commands to use a computer, thus freeing Navymen from tedious work and giving them time to do more important things.

Patentialities of Laser

FINALLY, one subject remains which seems to defy classification even by the experts: Lasers.

The laser was introduced to the public in 1958 and today, six years later, at least 500 U. S. concerns are studying the phenomenon and its possible applications. New developments have come so rapidly that even today it's impossible to predict what's in store for the laser.

Basically, a laser beam is light rays of the same wave length traveling in almost parallel lines. Either in theory or under laboratory conditions a laser beam could accommodate some 80 million television channels, break down the atmosphere through which it passes, penetrate a steel plate one-eighth of an inch thick or exert over 15 million pounds of pressure per square inch. In surgery lasers have already been used to "weld" optic nerves. Nevertheless, lasers are still so highly experimental that it's too soon to tell which of the possibilities will lead to important practical developments.

Et Cetera

THE TIME LAG between idea and finished product makes it theoretically possible to predict the Navy's future in the light of today's research program.

There are, however, many variables. The mortality rate of embryonic ideas is extraordinarily high, and space and security limitations make it impossible to take all projects into consideration.

Then too, there's always the possibility of the impossible. No one knows when a Sunday scientist might build an anti-gravity machine in his basement, making tomorrow's aircraft obsolete before it even leaves the assembly line.

So only time will tell which of these projects will greatly influence sea power and which will end up in the scrap heap or as mere gadgets. But, all considered, this promises to be a more powerful canoe club in 1975.

—Jon Franklin, JO1, USN

TOP LEADERS, SecNav Paul H. Nitze and CNO, Admiral David L. McDonald, shown with new CNO flag, keep tabs on developments strengthening Navy.

Guided Missile Ship:

WHAT IS IT? A foreign ship with some secret weapon?

No, she's one of our own. She is USS *Norton Sound* (AVM 1).

Formerly a Navy seaplane tender, her present strange appearance is the result of an extensive two-year conversion program.

The massive cylindrical tower, capped with radomes, is part of the Navy's latest shipboard weapons system, now undergoing test and evaluation.

This is the most advanced radar system ever attempted—an integrated system with the ability to "search and track" simultaneously—that is, while searching for new targets it can track known targets, and at the same time generate electronic commands for their interception and destruction. Its radar detection capabilities can be used against almost any type weapon, ranging from manned supersonic aircraft to missiles, either submarine- or air-launched.

The system was conceived by personnel of the Applied Physics Laboratory at Johns Hopkins University, who are currently serving as technical advisors of the program to prove the equipment in its shipboard environment. Installation and checkout have been accomplished under contract by a private firm.

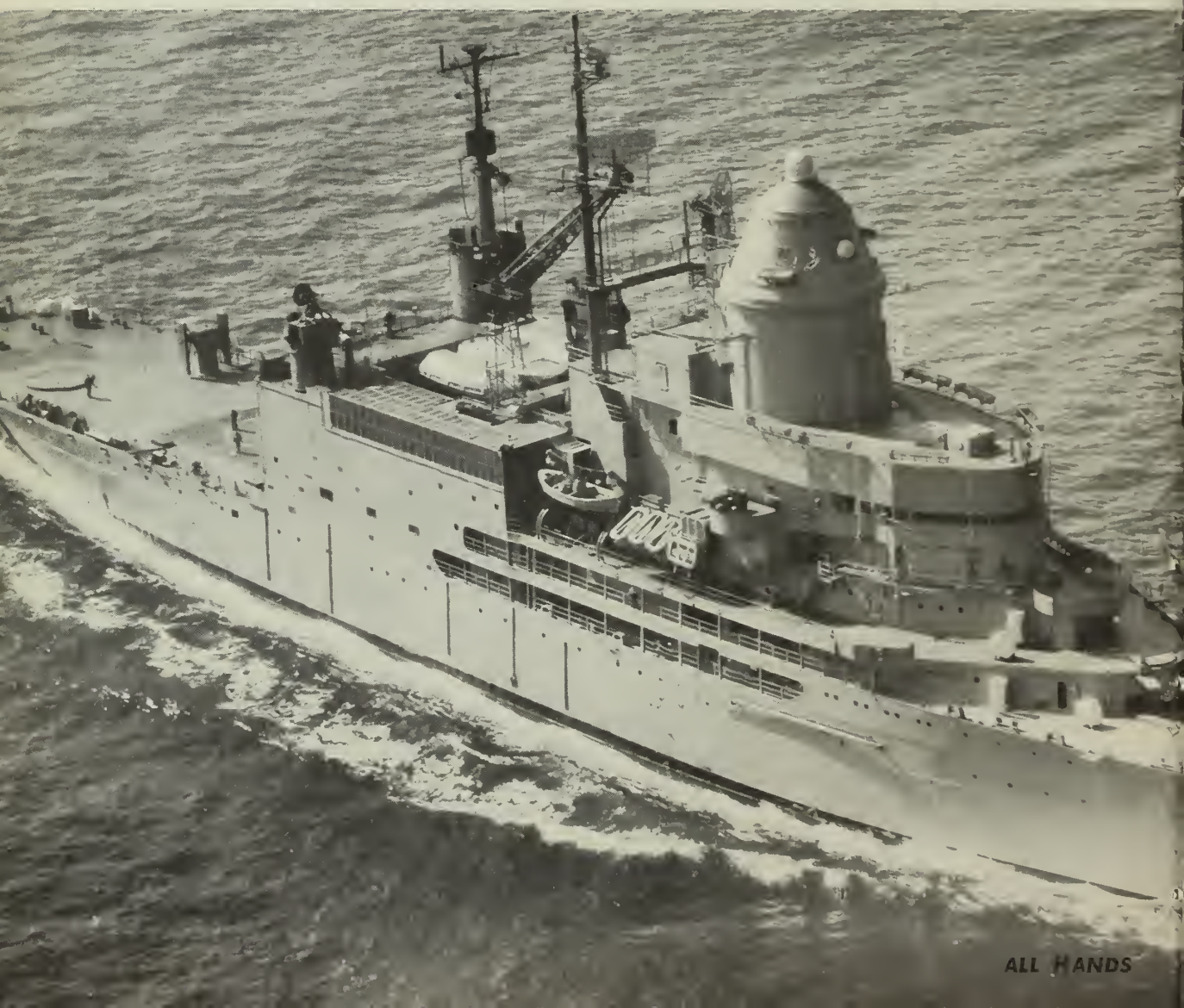
To expedite development of *Norton Sound's* radar, extensive laboratory and field testing under simulated shipboard conditions (which can rarely duplicate exactly the Navy environment) were eliminated and the weapons system was installed directly on the ship.

THE SPECIFIC PURPOSE of this program is to prove the feasibility of the many advanced electronic concepts used in *Norton Sound's* weapons control system.

The most significant of these concepts is the almost completely automatic operation of the entire system made possible by the extensive use of high speed digital computers.

Another is the elaborate trouble analysis and automatic fault-detection capability.

Immediately behind the bridge of *Norton Sound* is a tower, 30 feet in diameter, five decks high, and weighing 180 tons. This tower houses the microwave structure, power amplifiers, antennas, and miscellaneous equipment. As a result of the radar installation, the superstructure has a silhouette unlike that of any other



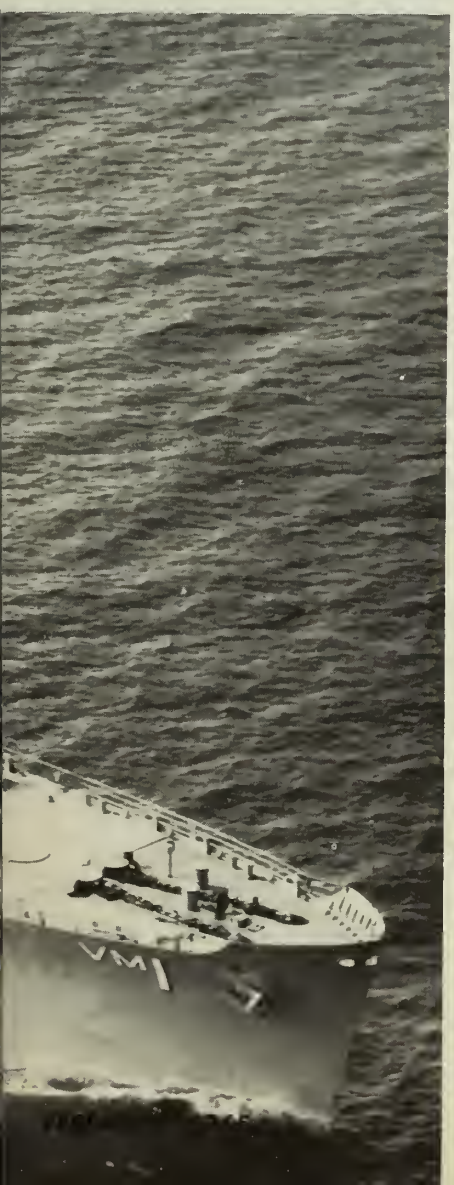
AVM-1

naval ship operating in the fleet.

Although details as to how the radar accomplishes its tasks are classified, it reportedly has unprecedented speed in the processing of targets through its automatic data processing computers, which are capable of tracking numerous targets despite enemy attempts at radar jamming.

Norton Sound previously played an important role in the development of such Navy guided missiles as *Terrier* and *Tartar*. Once again active, she expects to continue to lead the way in missile systems research and development for the Navy.

Presently homeported in Baltimore, Md., she serves the Fleet as a unit of Cruiser-Destroyer Force, Atlantic.



TARTAR and *Loon* firings were part of *USS Norton Sound's* missile test jobs.

MISSILE SHIP tested *Regulus* and *Terrier* missiles during developmental stages. *Below: Norton Sound* looked like this before new radome system conversion.

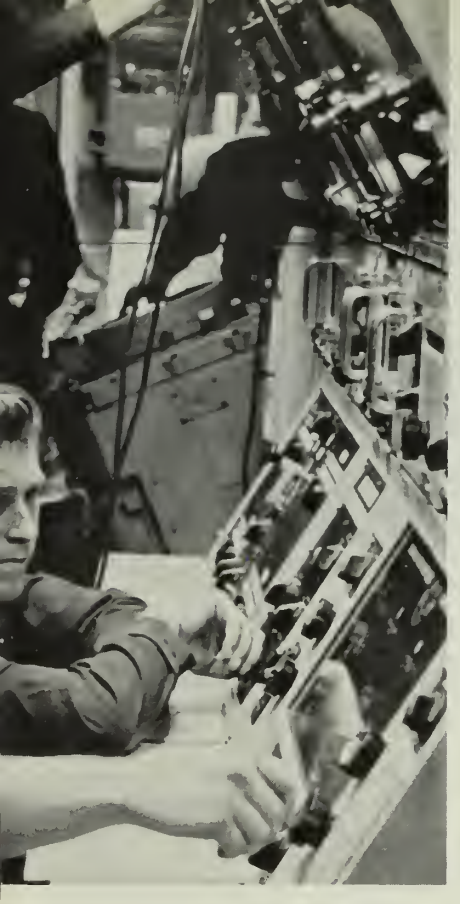
CONTROL room is busy at launching.

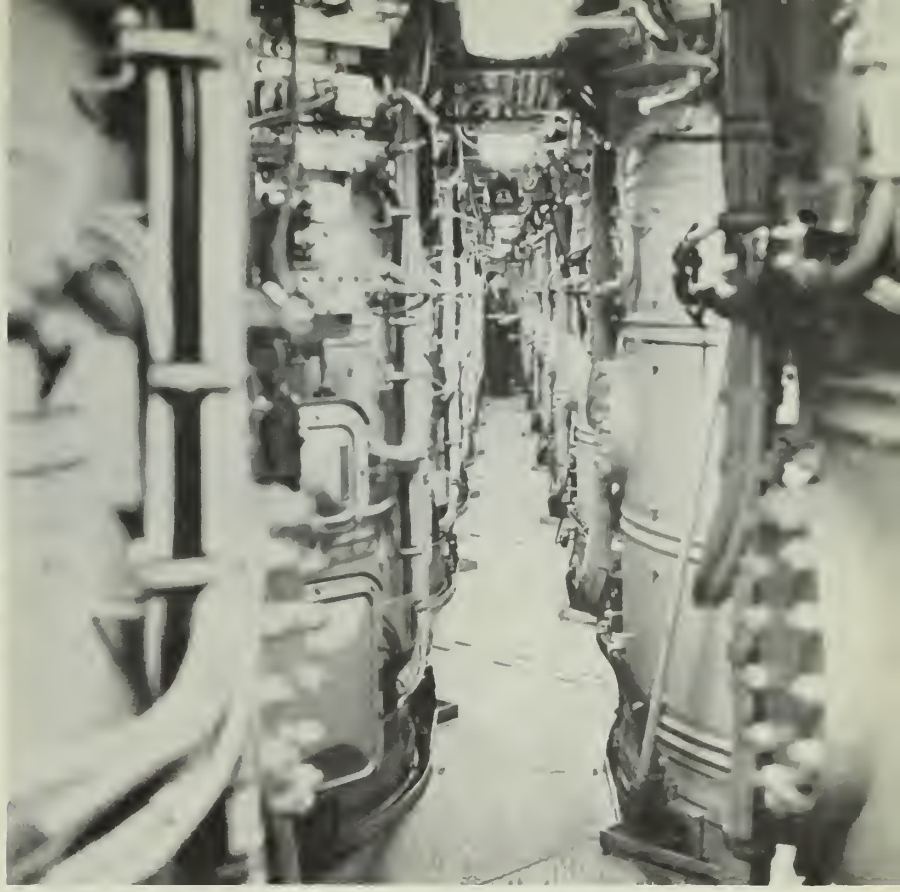
Polaris A-3

THE DEVELOPMENT of the *Polaris* missile and the FBM submarine is a triumph of sweat, faith and dedication over almost impossible odds.

The program had its beginnings in 1955, when the Army was building the *Jupiter* rocket and the Navy was instructed to devise a way to launch it from the sea.

Many experts were pessimistic about the Navy's role in the missile age, and put their hopes in land-based weapons. The gloomy outlook was based on the state of missile technology in the mid-fifties. Long-range rockets were all liquid fueled, since no solid fuel of sufficient thrust had been developed. Firing such a rocket involved elaborate fueling and aiming procedures, plus a lengthy countdown, and was a touchy business at best, even on land. At sea, in the confines of a ship, a mistake or accident with the volatile liquid fuel could spell disaster. Then too, it was difficult to determine the precise position of a ship at sea, and a one-degree error at the launch could cause an IRBM





MEN KEEP close watch on control panels. *Right:* "Sherwood Forest" is submariner's term for *Polaris* missile silos.

Deploys in Atlantic & Pacific

to miss its target by 30 miles at the termination of its flight.

That was the situation when, in 1955, the Secretary of the Navy created the Special Projects Office and named Rear Admiral William F. Raborn as its head. It was not an enviable job but the Admiral—and the Navy—believed the arguments in favor of a fleet ballistic missile outweighed the problems.

Within a few weeks many of the best rocket and weapons specialists in the Navy were ordered to report to Washington, D. C. The project was under way.

THE FIRST MONTHS held few successes. The problem of safely handling liquid fuel aboard ship seemed more and more impossible and, to make matters worse, *Jupiter* itself proved too fragile for use at sea. The Navy, however, would not give up easily—if the Army rocket was unsuitable, the Navy would build its own.

Liquid fuels were out of the question. The Navy rocket would be compelled to use solid fuel, despite the fact that such a fuel did not yet exist. The problem was assigned to a group of Navy and industrial scientists while the rest of the program continued on the assumption the propellant would be forthcoming.

By late 1956 the Special Projects Office had developed a fuel powerful enough to lift the heavy nuclear warhead above the atmosphere—but slide rules revealed the rocket would be too large to carry aboard ship. Then came the second big break. A smaller, lighter warhead was made available by the Atomic Energy Commission and, consequently, the rocket could be reduced to a more reasonable size.

In the meantime, Special Projects engineers were running into other problems, the most stubborn of which was the guidance system. Successes, however, were beginning to outnumber the failures. For one thing, engineers had proved the new missile could be launched from a submerged submarine, a great advance over the surface launching system originally considered for the now defunct Navy *Jupiter*. Things were indeed looking up, and the Navy announced it would have a fleet ballistic missile deployed by 1963.

It was a deadline which shocked many of those familiar with weapons development. Designing and testing a new weapon may easily take a decade, and a concept as advanced as FBM could be expected to take even longer to produce.

THEN, IN 1957, the first Sputnik was fired into orbit from a launching pad in the Soviet Union.

The development of the FBM had been an important program to the Navy for two years; now it was the top project spearheading the nation's struggle for survival. On paper the system was clearly the most advanced and deadliest weapon in the world . . . but more than theory would be necessary if the U. S. was to retain her strong nuclear deterrent.

The 1963 deadline was discarded.

NUCLEAR SUBMARINE *USS George Washington* (SSBN 598) cruises on surface during operations. She was first to launch missile and prove system's value.

The date was now to be 1960.

Midnight oil burned in the Special Projects Offices. Admiral Raborn and his aides met with industrial executives. Red tape was cut, the navigation problem was solved, and the program forged ahead.

In January 1958, although the missile was yet to be manufactured, construction was begun on the first three FBM submarines. The first one, *George Washington,* had been laid down as the attack submarine *Scorpion,* but was cut in two and had a 130-foot weapon system section inserted. The first five SSBNs, the *Washington* class, were the result of this hurried redesigning. USS *Ethan Allen* (SSBN 608), the sixth SSBN, was the first designed from the keel up as a Fleet Ballistic Missile sub.

THE MOST DRAMATIC moment in the development of *Polaris* took place on 20 Jul 1960, when the launching of a test missile from *George Washington* proved the workability of the system. This was the first time a *Polaris* was launched from a submerged submarine, and the successful launch was repeated less than three hours later.

On 15 Nov 1960 *George Washington* put to sea out of Charleston. Several days later it was disclosed she was on station somewhere in the eastern Atlantic, carrying her 16 nuclear-tipped missiles. On that day atomic war was less likely than it had been for years.

During her first deployment, *George Washington* carried A-1 missiles. The A-1 *Polaris,* with a range of 1200 nautical miles, was an interim weapon, designed to be put on station in a hurry. It went to sea with the first five *Polaris* submarines. Later *Polaris* subs have carried the 1500 nautical mile A-2. Subs carrying A-2 rockets could remain submerged and strike anywhere on the earth, with the exception of a small triangular area in Eurasia. Today even that retreat is covered by the 2500 nautical mile (2880 statute mile) *Polaris* A-3. By 1967 41 FBM submarines will be operational, carrying a total of 736 missiles.

AT ANY TIME, upon orders from the President, these weapons could be released. Each missile would be forced from its tube by compressed air or, in later submarines the hot gas steam exhaust from a small rocket motor. After clearing the sub the first stage would ignite, driving *Polaris* into the upper atmosphere. After one minute the primary stage would drop away and the second stage would fire for 70 seconds, making final corrections before it, too, disconnected from the warhead and dropped to earth.

The payload would continue upward under its own momentum. At a point some 500 miles above the surface of the earth it would flatten its trajectory and descend, like a meteor, toward its target. Thirty minutes after its launching the warhead would reach its destination and explode at a distance as much as 2880 miles from the submarine.

But *Polaris* is a deterrent, and the best part is—it works so well it may never have to be fired.

Admiral Raborn has since retired, but the Special Projects Office continues to follow up on *Polaris* under the direction of Rear Admiral Ignatius J. (Pete) Galantin. The difficult part of the FBM program, however, lies in the past and the office has been given another project: implementing the deepsea exploration and engineering program outlined by the 1964 Stephen Report.

But that's another story. Watch for it.

Jon Franklin, JO1, USN

POLARIS TEST MISSILE is launched from controlled area in missile range during first underwater test shots.

JET IS READY to take off from carrier flight deck. CATCC men will regulate its flight and follow operations.

Carrier Air Traffic Control Center

THE ACTIVITIES on an aircraft carrier's flight deck are, to all appearances, self-contained. Planes move in an orderly procession to the catapults and are recovered with the same precision.

Just below the flight deck, however, the men in the Carrier Air Traffic Control Center (CATCC) maintain a tight rein on the comings and goings of each plane. In a carrier the size of USS *Independence* (CVA 62), for example, this can be quite a job.

Independence's nine squadrons might well be compared to nine airlines using the same airport. Unlike a commercial terminal, however, arrivals and departures are rarely staggered. In fact, *Independence's* CATCC frequently finds itself handling an instrument launching each 30 seconds or an arrival each minute —a traffic rate higher than many of the nation's busiest civilian airports.

While the carrier's planes are in the air, CATCC regulates their altitude, dictates their action in an emergency and tells them when and from where to make their instrument approach to the ship.

While *Independence* planes are being landed, CATCC men maintain a sharp lookout for planes low on fuel for they carry no more than needed for their flight and five approaches to the carrier deck. When a plane has to be refueled before it can safely land, it is CATCC that gives the order.

The men in the Air Traffic Control Center don't do their job with a pair of binoculars. It requires the best in electronic equipment—especially when there is only a 200-foot ceiling and visibility is less than a mile and a half.

A long-range, all-direction air search radar directs the carrier's aircraft to a marshall point astern of the ship. A medium range tracking radar picks up and controls the aircraft during letdown to its final approach position while a third enables the approach to be made safely in any weather at any time—day or night.

CATCC also functions as an information center. The commanding officer, for example, must be kept in the know concerning his ship's aircraft. Each squadron must also be kept abreast of air operations.

The Engineering Department must generate enough steam for the catapults and yet have a sufficient head to drive the ship.

The Weapons Department must know how many bombs, rockets or missiles to be loaded on each airplane and the Air Department is interested in the exact fuel load and gross weight of each airplane that is launched or landed.

The Supply Department wants to know when cargo planes or helicopters arrive and depart in the same way the Post Office is interested in mail planes.

The men in the CATCC Division aboard a carrier take their work seriously. They know the degree of their care can mean the difference between order on the flight deck or the clang of fire bells.

—R. A. Graddick, JOC, USN.

AIR CONTROLLERS of *Independence* have plenty of planes to keep them busy.

Trieste: Sea Pioneer

If the Navy's bathyscaph Trieste *were a living being, she would be lauded as an eminent pioneer, scientist and heroine. Since* Trieste *is inanimate, the considerable contribution she has made to the Navy has often served to obscure* Trieste *herself.*

She was the invention of the famous balloonist, Auguste Piccard and was designed to explore the depths of the Mediterranean. The U. S. Navy, however, recognizing her possibilities, altered these plans when it purchased the bathyscaph in 1957 *and brought her to this country.*

As a member of the U. S. Navy, Trieste *has greatly increased our store of oceanographic information, but her biggest job was undertaken in* 1963. *Oddly enough, it was a job that was probably the furthest from her inventor's mind. It served, however, to cast* Trieste *in the role of precursor of things to come.*

In 1963 Trieste *assisted in the search for* USS Thresher's *wreckage —a job for which she was not intended but which she did well. She was altered by the Navy to serve as a deepwater search and inspection tool and sent back to the Atlantic in* 1964 *for testing and evaluation as Trieste II.*

This is the story of the old and new Trieste *and the search for* Thresher *which provided the link between early underwater research and the Deep Submergence Program the Navy is now beginning.*

EARLY Times—*Trieste* looked like this when Navy first used Piccard's boat for oceanographic studies in the Med.

LAST JUNE an old friend with a new face was towed from the Boston Navy Yard toward a five-square-mile patch of ocean known to the Navy as Area Delta. It was *Trieste II,* and Area Delta is the name of USS *Thresher's* grave.

To the unpracticed eye, *Trieste II* looked pretty much like the old familiar *Trieste.* She had, however, undergone reconfiguration and overhaul, including the installation of a new hull and relocation of her observation gondola.

Triste II is about seven and one-half feet longer and three and one-half feet wider than her predecessor. She also carries 11,000 more gallons of gasoline and displaces an additional 70 tons.

When *Thresher* sank in April 1963, *Trieste* was the only vessel in the United States capable of making a visual search for her. Even so, *Trieste* was agonizingly limited for such a task. She had been initially built to do underwater research in the Med.

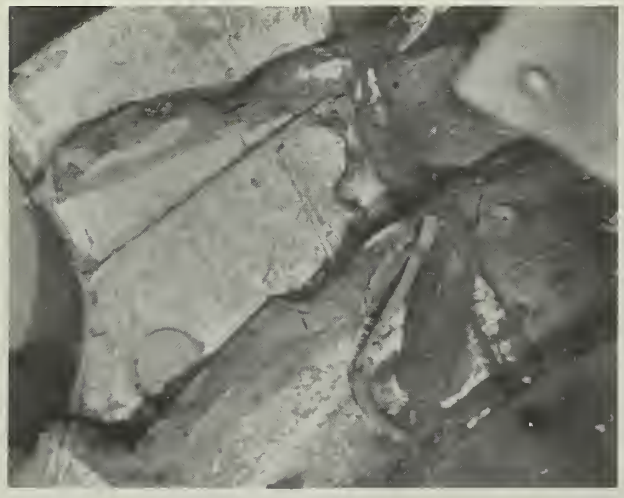
After the U. S. Navy bought her, *Trieste* widened her underwater horizons by establishing an official world's record for deep submergence in a 37,800-foot descent in the Marianas Trench off the island of Guam.

When *Thresher* sank, *Trieste* was called upon to descend to the 8400-foot depth at which the submarine remains lay.

TRIESTE has frequently been called an underwater balloon which, in a sense, she is. The thin-hulled structure above the observation gondola carries lighter-than-water aviation gasoline. Her ballast consists of steel pellets held within the hull by magnetic force. When *Trieste's* ballast is released at the end of her descent, gasoline substitutes for the helium in more conventional balloons, bringing the bathyscaph to the surface.

Nevertheless, the connotation of underwater balloon is not entirely apt. A balloon is not, strictly speaking, maneuverable; *Trieste* is. *Trieste I* could maneuver at the bottom at

SONAR DOME portions of *Thresher* class sub were photographed by *Trieste,* while deep down looking for lost sub.



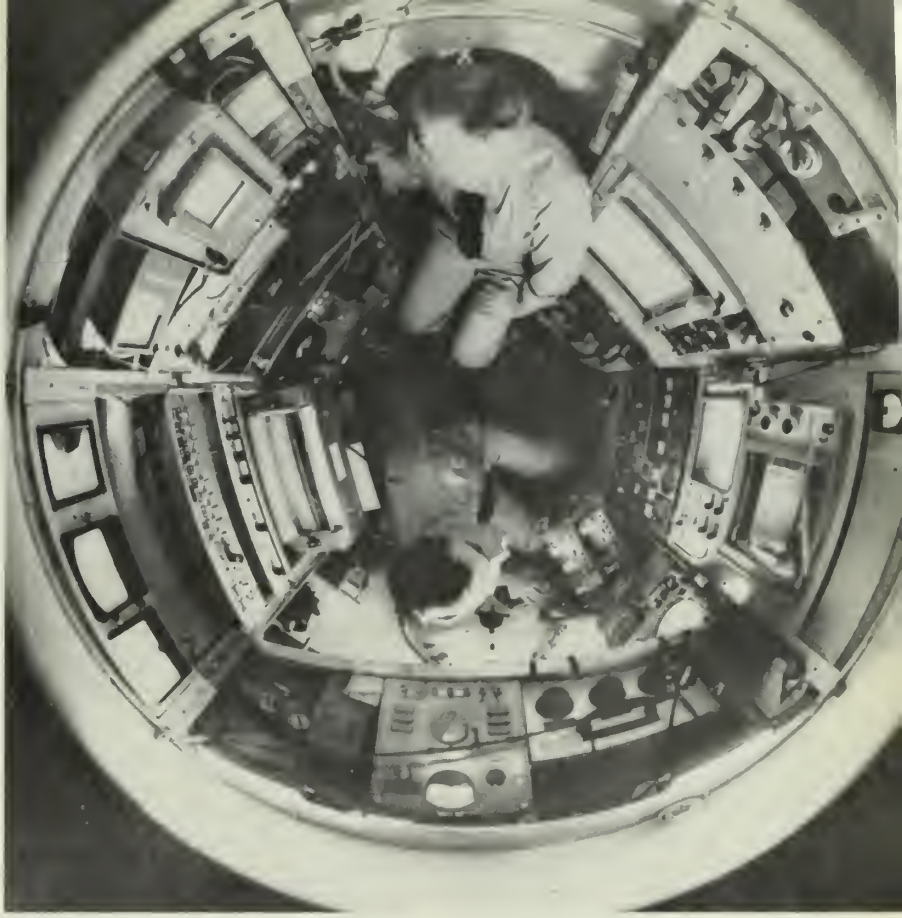
approximately one knot—painfully slow with a large area to cover and so little time in which her batteries could endure the demands made upon them.

In the beginning, *Trieste* had no equipment for picking up objects seen from within her gondola. This was remedied midway through the 1963 search when the bathyscaph returned to Boston for overhaul and repairs. She was fitted, as was mentioned earlier, with an arm and claw similar to those used by technicians handling radioactive material.

Trieste I, which was designed to dive only under the most favorable conditions, also found the going pretty rough in an ungentle North Atlantic. Her eggshell construction was an operational liability and much of her machinery, equipment and electrical wiring was exposed and vulnerable to the forces of the sea during tow.

Her towing speed was also painfully slow—four knots in a calm sea and considerably less in higher sea states.

Because of the low freeboard, diving operations had to be carried out with the greatest care to insure the safety of the men working on *Trieste* both before and after a dive.



TOP VIEW of *Trieste* gondola shows men and equipment, before access tube is flooded to maintain even internal pressures. Photo was taken in June 1963.

EVEN WITH her limitations, *Trieste* found *Thresher's* grave. Surface oceanographic ships had narrowed the search area to a comparatively small space in the vastness of the Atlantic.

In her early dives, *Trieste* made some telltale discoveries which indictated that she was near her goal. Perhaps she passed within a few feet of *Thresher* several times but with limited sonar, vision was limited to the range of *Trieste's* lights and ports.

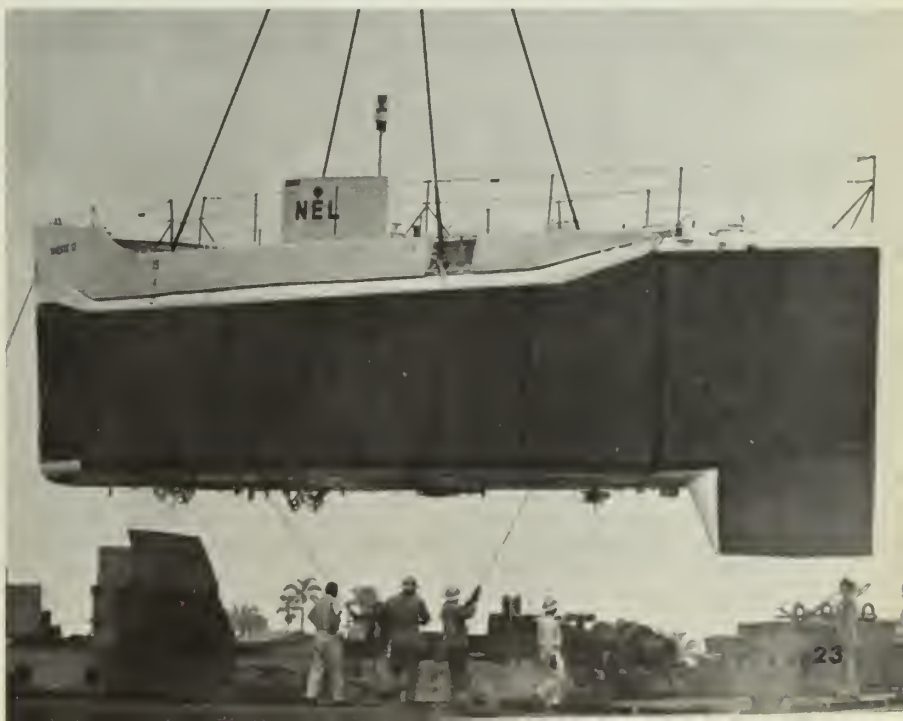
On one of her last Atlantic dives in 1963, the men inside *Trieste's* gondola noticed odd flecks, mounds and unnatural sediment—tiny particles of paint and paper. Some of these indications had been seen before, but this time *Trieste* inched her way into the midst of a mass of battery plates and lead ballast. *Thresher's* bow section, bearing the first digits of her draft marks, came into view.

Trieste maneuvered carefully amid the wreckage. To become entangled in the twisted steel could spell disaster.

A mess of metal came into view, towering high above the ocean floor. By this time, *Trieste's* batteries were running low. Before she surfaced, however, her mechanical arm picked up a section of twisted pipe which bore the shipyard code for *Thresher* —"593 Boat." *Thresher* had, beyond a shadow of doubt, been found.

Trieste returned to the surface. The storms of early autumn put an end to dives that year and *Trieste* was towed back to Boston and shipped home to San Diego.

NEW LOOK—*Trieste II* is hoisted aboard for move from San Diego to Boston.



TRIESTE II is off-loaded at Boston Naval Shipyard. (Right) The bathyscaph begins tow to area where *Thresher* sank.

AFTER HER REDESIGN job, *Trieste II* emerged with her float enlarged about 30 per cent. The amount of steel ballast the float could carry was increased to 23 tons. This was supported by a comparable amount of aviation gasoline.

The liquid flotation system of *Trieste II* was improved by compartmenting the float into 18 individual tanks instead of the previous nine. If one tank were lost, the result would not mean disaster.

To improve the bathyscaph's seaworthiness, her safe towing speed was increased from four to 10 knots.

A basic teardrop shape was designed to provide stability at higher speeds. The new shape also made for more economical construction.

An upward force is now exerted on the bathyscaph during tow thanks to her new flared bow. The new bow also provides protection to personnel and instrumentation while *Trieste II* is at sea.

A plastic fairwater was developed to shield the access tube to the sphere from waves, wind and sea spray. This extends her ability to operate safely in state three seas.

The average freeboard of the walking deck topside was increased from 10 to 24 inches for the safety of men working there.

Topside wire runs were secured in fiber glass wireways to protect them from wave damage. Underwater wiring was enclosed in hard plastic conduits to protect it from towing damage.

Batteries, underwater lights, cameras and sonars were protected from wave slap by locating them inside the float. These changes were especially important; topside battery box damage was a big factor in slowing the 1963 *Thresher* search.

Trieste II's propulsion motors and electric relay boxes were given a positive pressure system to compensate them with sea pressure while maintaining their electrical integrity.

The system used on the old *Trieste* allowed salt water to enter the system, which decreased the reliability of the electrical equipment.

One of the most noticeable changes to *Trieste* is the recessed sphere and ballast tubs. Much other equipment was also recessed.

Battery capacity was increased from 60.5 kw hours to 117.6 kw hours, which permits *Trieste* to remain for longer periods on the bottom.

Trieste II's new propulsion system increased her speed and endurance from one knot for four hours to 2.4 knots for six hours.

The first search for *Thresher* made Area Delta the most thoroughly mapped piece of ocean in the entire world. Oceanographers know precisely what to expect during the descent to the bottom and what they will find when they get there. A known environment is necessary before a new search method can be evaluated and before rescue systems for deeply submerged submarines can be devised.

Making use of this knowledge last summer, *Trieste II*, the cargo ship USNS *Mizar* (T-AK 272) and the salvage ship USS *Hoist* (ARC 40) traveled to Area Delta in the Atlantic.

Although *Trieste's* presence during June, July and August was primarily for test and evaluation, she also used her increased capabilities to take further photographs of *Thresher's* wreckage.

Mizar also photographed the wreckage by means of underwater cameras towed over the ocean floor. In this, she was aided by an improved underwater tracking system which used sound in maintaining a continuous fix on the positions of the camera in relation to the ship.

During the 1964 operation, *Trieste II* spent a total of 37 hours submerged during five days and obtain-

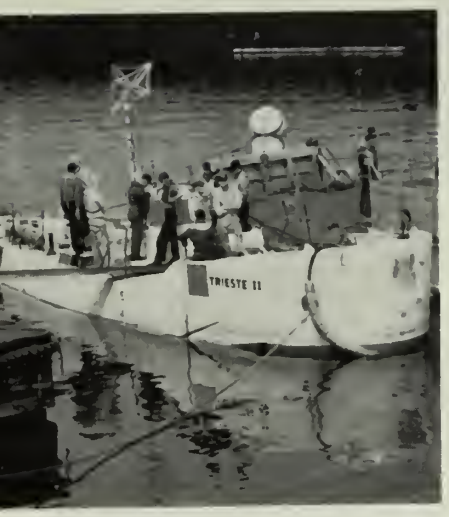
Deep Submergence

THE NAVY has long played a part in oceanographic research accumulating information on ocean floor topography, marine life, sea chemistry and the effect of the sea, air and land on nature's most basic functions.

In years past, most of our knowledge has been gained along the continental shelves which slope away from the world's land areas for a distance of from 10 to 200 miles. Most of the ocean floor, however, remains uncharted.

The bathyscaph *Trieste* provided the primary means by which the Navy was able to obtain deep ocean information first-hand—instead of relying on acoustic soundings. But *Trieste* was only one vehicle in millions of square miles of ocean and not equal to the tasks the Navy had planned.

A Deep Submergence Systems Review Group was convened to evaluate the Navy's plans for locating, identifying and recovering



TOW TIME—*Trieste II* crew prepares to get underway. *Rt; Trieste II* aboard USNS ship eases through Panama Canal.

ed much valuable information which can be used for future deep sea searches.

When the autumn weather again put a stop to *Trieste's* underwater explorations, she was returned to Boston and was shipped in late October to her home in San Diego.

The *Thresher* tragedy was a spur to the Navy's interest in deep submergence vehicles although by no means a starting gun. There is, for example, the underwater research vehicle popularly called *Alvin* now being tested by oceanographers under contract to the Navy.

However, when *Thresher* sank, the Navy moved to develop further deep submergence capability than that furnished by *Trieste*. This year, the Navy will see the beginning of a five-year segment of an extended deep submergence program which will dwell on the development of vehicles for locating disabled submarines and for rescuing the men trapped in them.

Methods of recovering large and small objects from the bottom will be investigated and methods of maintaining man in the sea will be explored (see box).

For years acoustic sounding was the best method for obtaining information on the shape of the ocean's floor. *Trieste* represented the first successful attempt by the Navy to obtain information first-hand from the deep ocean, thus providing a link between the past and the future which may well be in what now seems the realm of science fiction.

Systems Review Group Proposes Techniques for Search & Rescue

deeply submerged objects as well as for recovering men trapped in them.

The group was also to develop both a five-year deep submergence plan for the Navy as well as a long-term plan with a reliable system for recovery of both men and objects from the ocean.

The review group proposed that rescue operations take place entirely underwater, where men and equipment were impervious to weather conditions.

A search and rescue vehicle would ride to the aid of a sunken submarine while attached over the deck hatches of a mother sub.

When the search craft neared the wreck, it would detach itself from the mother sub and, using searchlights, sonar and magnetic detection gear, locate the disabled craft.

Once the disabled submarine was located, rescue would be made by a bell-shaped vehicle which, powered by battery-driven screws, would ferry the trapped submariners from their ship to the mother sub in groups of two or three.

Another aim of the review group was to develop plans which would enable men to perform useful work in the ocean for long periods of time. This would advance the techniques of unassisted escape from disabled submarines and increase the diver's ability to assist in rescue operations.

It would also greatly improve our ability to salvage sunken objects and to perform a variety of useful tasks on the continental shelves.

A third target of the group was to review plans for two search units, each unit to consist of a surface support ship and two small submersibles with a 20,000-foot depth capability.

The vehicles would recover small objects from the ocean floor as well as perform search and investigation missions. They will probably be preceded by an initial test vehicle which would operate at a minimum of 6000 feet.

Recovering large objects intact—complete submarines, for example—would require training and equipping divers for prolonged submerged work. It would also be necessary to develop and procure lifting equipment capable of raising up to 1000 tons from depths of 600 to 800 feet and improving welding, cutting, hull attachment, underwater lighting, explosive separation and similar techniques.

The review group's report containing these proposals was accepted by the Secretary of the Navy and assigned to the Special Projects Office which called for plans from industrial contractors—the first step in converting a proposed program to hard reality.

By the end of this year, contracts will probably be awarded for the system or systems the Navy chooses to develop. —Robert Neil

LETTERS TO THE EDITOR

From TAR to Regular

SIR: After I was discharged from the Regular Navy last year I enlisted in the Reserve (TAR) as a stationkeeper on active duty. Now I would like to reenlist in the Regular Navy.

Do I have to wait until my present enlistment in the Naval Reserve expires? BuPers Inst. 1130.4G states if you serve one year on active duty (which I have done), you may switch to Regular by being discharged from the Naval Reserve and reenlisted in the Regular Navy at the convenience of the government.

Do I interpret this instruction correctly?—W. E. D., YNC, USNR-R (TAR).

• The section of BuPers Inst. 1130.4G to which you refer does not apply to TARs. Information concerning TARs transferring to USN status is contained in enclosure (2) to that Instruction, which stipulates that TARs may, if eligible, enlist in the Regular Navy at the expiration of enlistment or extension of enlistment. This applies to you.

The section containing provision for enlistment after serving one year on active duty is found in enclosure (3), and does not apply to Reservists serving in TAR billets.—ED.

Manatee Is Not Impressed

SIR: We of USS *Manatee* (AO 58) were happy to learn our sister ship *Taluga* (AO 62) was busy during her cruise (ALL HANDS, September 1964), but by our standards she was taking it easy.

During five months in WestPac *Manatee* has performed over 200 replenishments compared to *Taluga's* 150. While *Taluga* pumped 15,000,000 gallons of fuel, *Manatee* transferred 20,000,000.

And we're reasonably sure the other oilers were doing just as well. For example, how about USS *Kennebec* (AO 36)?—Crew, USS *Manatee* (AO 58)

• *As of late there seems to be quite a lot of life in the fleet oiler crews, what with claims and counter-claims and counter-counter-claims. We'll let you decide the winners among yourselves, and we'll just sit back and watch. It should prove interesting.*—ED.

Ships Serving in Cuban Crisis

SIR: Since the Cuban crisis I have heard rumors that a list of ships and units whose members are eligible to wear the Armed Forces Expeditionary Medal has been published.

Is there such a list? If so, where do I get one?—G. K. M., SM2, USN.

• *A list of Navy ships and units entitled to the medal for service in the Cuban crisis hasn't been published yet. When it is, it will be disseminated throughout the Navy.* —ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

Selection Boards for EMs?

SIR: Even though the Navy has the services' best advancement system for its enlisted personnel, I believe it's becoming outdated. Today in business, the individual who is eager to learn and proves himself to the company receives the reward. Why doesn't the Navy advance its men (especially those competing for second and first class) using this same principle?

Under the current system, a man's professional performance, time in service, time in grade and awards are used to compute his multiple. And such things as enlisted correspondence courses, practical factors for the next higher rate, and the recommendation of the commanding officer are enough to let the individual take the advancement exam. But these shouldn't be the only requirements.

I also feel that the advantages of extra correspondence courses are ignored. The man who continually improves himself through these doesn't receive any recognition toward his advancement. Of course, these finally are recognized when the man seeks a commission. But I think they should pay a much bigger part in enlisted advancement.

In addition to the present system, I'd like to suggest that a selection board of qualified personnel (E-7 and above) should determine which personnel who are competing for E-5 and E-6 are the most deserving. The board also should consider leadership, military bearing and self-improvement (correspondence courses). All this could be done at the Bureau of Naval Personnel with the men's records.

Those wanting to advance would have to demonstrate that they deserve it in all respects. They would be competing with their shipmates, not only through an exam, but also in other areas equally important. I believe this would reduce the "I don't care" attitude that seems to be common today.—E. T. B., SK2, USN.

• *The selection board proposal has its merits, but it has its weaknesses, also. In the first place, what would the selection board accomplish that the Naval Examining System doesn't?*

Then, too, there would be so many people involved that the project would be unwieldy. Take a look at those who went up for E-5 and E-6 in August 1963—a total of 82,752. No matter how you look at it, that's a lot of people. And in February 1964 there were 92,815 who competed for first and second class.

With numbers like this, do you think a selection board would improve the situation? We don't.

What gave you the idea that the persons who are advanced aren't the most deserving? In order to pass the exam satisfactorily, they must have proved they are eager to learn enough about their specialties to make the next higher pay grade.

And Navymen and (women) do *compete with their shipmates in areas other than their profession. You'll always find questions on every exam about different military subjects (including leadership and military bearing).*

There have been many studies made of this system, and each time it has been proven that the system is the fairest and best for the greatest number of people. Of course, these probes occasionally find ways to improve the system (faster results for example).

Back to your selection board proposals for a moment—just one board would never do. To evaluate a man's competence honestly, a specialist in that man's rating would be required. That

The New CO Looks You Over

SIR: Which commanding officer conducts the personnel inspection at a change of command ceremony—the relieving or departing CO?—J. S. H., LTJG, USN.

• *It's the new CO's inspection, not the old. The intent is to assist the new commanding officer in his evaluation of the command. It's comparable to his inspection of other aspects, such as material readiness, record keeping and status of funds.*—ED.

means there would have to be, in effect, 64 selection boards—one for each rate.

To break it down even further, let's take one of the larger rates in the Navy as an example—aviation machinist's mate. With over 11,600 second and third class on active duty now, you can be sure that at least one-third of them will be competing for the next higher rate. And by the time the board decided who should be advanced, too much time would elapse. In short, you would only be aggravating what you are trying to eliminate.

On the surface your argument about correspondence courses sounds good. But a second look uncovers a few flaws. You're forgetting the purpose behind these courses—they're designed as a training aid to help you prepare for the exam, not as a means of pursuing your special interests.

Here's something else to keep in mind: Correspondence courses cannot and are not intended to be given under controlled conditions. If they were, you would be taking another examination. In addition, you would defeat the entire purpose behind the courses.

Another point: You do *get credit for correspondence courses—indirectly. If you'll take a closer look at the multiple system, you'll see there are five factors that make up your final multiple: Examination score (80 points), performance factor (50 points), active service (20 points), time in pay grade (20 points) and awards (10 points). Correspondence courses will certainly help you in the first two areas, which total up to 72 per cent of your final multiple. The remaining three factors account for only 28 per cent.*

Whom does this system help the most? It helps the man who is eager to learn and proves it.

Of course, there is the quota situation. The Navy is limited to the number of people it can advance in most rates, no matter how many pass the exam. About the only thing we can say is—study harder.—ED.

Star Spangled Banner

SIR: According to DNC27, Annex A (Public Law 829-77th Congress), as amended by Public Law 107-83rd Congress (Section 4 (J)), the U. S. Flag, when no longer usable, should be destroyed by burning.

This would indicate that it could be thrown into an incinerator. But I claim the bunting must be separated from the field and then (since it would no longer be a flag) it may be burned and buried.—L. J. G., RMCA,USN.

• *When a flag is no longer a fit emblem for display it should not be cast aside or used in any way which might be viewed as disrespectful. It is not to be preserved, it should be destroyed as a whole, privately, preferably by burning or other method lacking in any suggestion of irreverance or disrespect.*

Incidentally, there's nothing to back up your claim that the field must be separated from the ensign before burning. A mutilated flag is still a flag. Neither is it necessary to bury it after burning.

Just remember the flag represents your country, treat it accordingly, and you won't go far wrong.—ED.

JUMBO LANDING—C-130 *Hercules* transport prepares to take off from *USS Forrestal* (CVA 59) during suitability tests. Pilots made 21 full stop landings aboard flattop at weights up to 120,000 pounds without tail hook normally used by carrier aircraft. Maximum propeller reversing was used instead.

Cap'n Mossbottom Again

SIR: Cap'n Mossbottom was flattered to see his name in the September number of ALL HANDS. While re-reading his letter, that bit you threw in about tossing a rubber banana to the rock apes on Gibraltar started the old fud reminiscing.

He said he saw quite a few of those rock apes back in his days in the old *Pittsburgh* (Armored Cruiser 4). One day he saw a group of the rascals raid a local huckster's fruit wagon. The man forgot to close the wire gate of his display when he turned to pass some fruit to a housewife nearby, and the rock apes made a quick dash in and out of that open gate. In a couple of seconds they had fists-full of fruit, and away they clambered back up on the hillside to chuckle and gorge themselves with their haul.

As for where they lived back in '22, Mossbottom was one of the few officers in his outfit who ever made it to the

CENTURIONS—Six pilots of Attack Squadron 153 (Det. Romeo) hold cards signifying their 100 arrested landings each aboard *USS Kearsarge* (CVS 33), compiled during first four months of WestPac cruise. Pilots are (left to right, standing): LT J. J. Fleming, LCDR R. J. Schweitzer, LT M. A. McCarthy, (front) LT J. F. McCarthy, LT W. C. Hollis and LT M. L. Plattis, flanked by carrier CO, CAPT C. P. Muckenthaler (left), and Commander Carrier ASW Group 53, CDR R. S. Brooks. Pilots believe landings to be Navy air record.

Should the Work of Personnelmen Be Considered A Professional Secret?

SIR: One of your issues way back last June prompts me to ask: "Why are so many 'tools of the trade' exposed to every sailor in the Navy?"

In one issue of ALL HANDS, the magazine urged Navymen to check BuPers Report 1080-14. At this time I was the senior personnelman for a patrol squadron based in the States.

That one little statement caused quite an upset in my office, for most of the enlisted men in the squadron *had* to see the "1080" and, of course, hadn't the foggiest notion of what each column represented. Every man was curious about whether the personnel office was doing right by him. A lot of time was consumed in counseling these men, and I sometimes wonder just what was accomplished. Now that each man knows this listing arrives each month, many are on hand—punctually—to review the report.

The June issue goes into detail on how to fill in the rotation data card (and the coding for Seavey-Shorvey) which I believe few personnelmen allow the individual to fill out. In many offices, roughs are prepared to be used by the interviewer with the man concerned. Information is then transcribed to the original and the file card by a PN.

Now, each man will undoubtedly want to know why he can't fill out his own card.

Is there a lack of trust in the personnelman? Does the Bureau feel that the average personnelman does not take a sincere interest in his work and the men he is serving?

My whole point is that I cannot research ALL HANDS to learn how to cook a meal, calibrate complicated electronic gear, decipher code, etc., so why should the average Navyman be able to check up on his personnel office by referring to this publication?

I have always had a great deal of interest in ALL HANDS and look forward to each issue. However, I cannot help but feel that the magazine is interfering with my job. I know my job, have a sincere interest in it, and have *never* turned a man with a need away from the door.

A sailor should be able to depend on his ship's office for counseling, career information and any other assistance he might need. If we can't help him, we know where to send him to get results. Believe me, it is very disconcerting to have a sailor come up to the door with his ALL HANDS in his hip pocket—ready to cross-examine the ship's personnelman.

In many cases his endless questions, for various reasons, simply do not apply to him as an individual.

My primary reason for writing, if not yet obvious, is a fear of becoming a robot, paper shuffler, or what have you. The most enjoyable part of my job is having a man ask a question, or ask for some help from me and, in turn, being able to assist him, thereby making one more sailor in the crew feel happy and secure with his ship's office.

One other item in closing. On page 53 of the June 1964 ALL HANDS, the *Enlisted Transfer Manual*, my handbook, is brought to light. After the magazine was on board about two hours, four men came to the ship's office to inspect this intriguing manual. This is the only manual on board and we obviously cannot have people constantly referring to it.—T. A. M., PN2, USN.

• *We're glad you asked the question because, we suspect, it represents the thinking of quite a few men. It is possible that, within a reasonably short time, you will receive from the Fleet a number of better answers than we can offer.*

However, let us answer your query with one of our own: Do you have a bank account? You would feel annoyed and suspicious, wouldn't you, if the bank were suddenly to cease sending you your regular statement? You would have every reason to wonder what was going on. After all, it's your money and you have every right to know what's happening to it. You want to be sure that your deposits are properly credited and that you are not charged with more withdrawals than actually occurred.

We think the analogy holds true concerning the careers of the men aboard your ship. Those forms with which you are so familiar are not just pieces of paper. Each one represents a portion of a man's life, his job, and his pay. Why shouldn't he be interested?

If we understand you correctly, you resent exposure of your "tools of the trade." Why?

Reading between the lines, we assume that you enjoy your job and are proud of it. We're just guessing now, but we would also assume that you like the Navy, and are proud of it as a whole. But the Navy is an aggregate of some 650,000 men and women working together, consisting of a multitude of abilities and personalities. Personnelmen do not work in a vacuum any more than do Hospital Corpsmen, Storekeepers, Boatswain's Mates or Air Controlmen. Aren't you interested in what they do?

We are. We have gone on the assumption that the more you know about a man the better you will like him; and the more you know about his job, the more you will respect him. We like to think that most Navy people are pretty decent, and that the jobs they do are pretty important. We certainly think that of Personnelman is important. Why shouldn't we tell the rest of the Navy what you do?

In closing, you say: "This is the only manual ('Enlisted Transfer Manual') on board and we obviously cannot have people constantly referring to it."

Why not?

We could go on at considerable length in this vein, but we'll let the Fleet answer your query.—ED.

---

top of the southern tip of the Rock. A cave there was said to be the beginning of a tunnel that ran under the strait to Morocco. He doesn't know how true that one is, but remembers crawling down a good couple of hundred feet for a look-see.

So next time your lads travel that way, have them take a good climb *up* the Rock, then another climb *down* into it, and they'll see where those rock apes live.—Isaiah Olch, CAPT, USN (Ret).

• *It seems that old Cap'n Mossbottom really got around in his day, and* ALL HANDS *always enjoys recording his reminiscences. We had him pegged as an adventurer, and his excursion in the cave bears this out.*

However, it is disappointing that he turned around before discovering whether the tunnel actually led to Morocco. Just why is apparently to remain his secret.—ED.

Souvenir Book

The crew of USS *Intrepid* (CVS 11) celebrated their ship's 20th anniversary by bringing out a 274-page year book.

The publication reviews the life of CVS 11 since her christening on 16 Aug 1943.

Anyone interested in obtaining a copy of the book may do so by writing the Service Information Office, USS *Intrepid* (CVS 11), c/o Fleet Post Office, New York, N. Y. The cost of the book is five dollars.

Another Strange Monster of the Sea

SIR: Several of us have been trying to find out what a golden shellback is. We have come up with two definitions which sound plausible: A golden shellback is a person who has crossed the equator at the 180th meridian; or, one who crossed the equator and the 180th meridian on different occasions.

We have also considered the possibility that there is no such thing as a golden shellback. What say you?—A. C. H., LTJG, USN.

• *Yes, there is a golden shellback. At least we have encountered several Navymen who claim the title by virtue of their crossing the equator at the international date line.*

As to the origin of the term, our sources of information are silent. —ED.

Who Really Broke the Ice?

SIR: As an old Antarctic hand, I read "A Year in the Deep Freeze" (July 1964) very closely. Interesting—but I'd like to point out an error in the centerspread on page 32.

According to the article, in 1961 the icebreakers USS *Glacier* (AGB 4) and *Staten Island* (AGB 5) penetrated farther into the Bellinghausen Sea than any previous ships, and explored the Eights Coast. They were credited with discovering that "Thurston Peninsula" was really an island.

If you recheck your sources, I think you'll find it was *Glacier* and *Burton Island* (AGB 1) which made the trip, not *Staten Island*. I was a member of the *Burton Island* crew at the time, and have movies of the entire trip to document my statement.—H. R. M., IC1, USN.

• *Basically, you're right—but it looks as though you've gotten your dates mixed up. After that, it boils down to a matter of semantics. We said* Glacier *and* Staten Island *found Thurston Peninsula to be an island. "Confirmed" would have been a better word.*

Just to set the record straight, here's the entire story. It's worth telling anyway.

To begin with, the 1961 expedition was not the first to break through the Bellinghausen Sea ice sheet to the Eights Coast.

One year before, in January and February of 1960, Burton Island *and* Glacier *penetrated to the Eights Coast and were credited with being the first surface ships ever to do so. We presume this is the expedition to which you refer, and you're right. While in the Thurston area a helo reconnaissance team discovered what appeared to be a strip of sea ice cutting between Thurston Peninsula and the Antarctic continent, indicating Thurston was actually an island. The helo landed, and an investigation bore out what had been seen from the air.*

When the 1960 group returned they brought with them much valuable geologic, biologic and oceanographic data, including an accurate map of 120 miles of the Eights Coast. For their trailblazing efforts the crews of both ships received the Navy Unit Citation. (Did you recieve yours?) The citation credited them with many discoveries, but not the Thurston Island find.

A second expedition was expected to break into the area the following year and the cartographers, always a very cautious group, had decided to wait for confirmation. After all it's often very difficult to tell the difference between land and sea when both are covered by a sheet of thick ice.

In 1961 Glacier *and* Staten Island *were in company for the trip to the icebound Eights Coast. Armed with information developed by the previous expedition,* Glacier *and Staten Island broke through even farther. The 1961 group returned with new data, including results of an extensive investigation*

HEARTS AND FLOWERS—Recruits at NTC, San Diego—in heart formation around their queen, Callie Moffitt—remind us that Valentine's Day is near.

TRANSFER, PLEASE—*USS Northampton* (CC 1) stands by to receive stores transfer at sea from *USS Alstede* (AF 48). Ships serve as units of Atlantic Fleet.

which proved beyond any scientific doubt Thurston Peninsula was, in fact, an island.

Because the news was not published until after the return of the second expedition, the Staten Island *group is often credited, by mistake, with the Thurston discovery. So, once more, Thurston Peninsula was* discovered *to be an island by* Glacier *and* Burton Island *in 1960. This fact was* confirmed *by* Glacier *and* Staten Island *in 1961.*

Our records show there have been no expeditions into the area since 1961.—ED.

This Duty Can Be a Dog's Life

SIR: Does the Navy use sentry dogs at any location and, if so, where? How would one apply for this type of duty? —W. H., YN2, USN.

• *According to our information, the only Navy activity using sentry dogs is NAS Litchfield Park, Ariz.*

We're not sure how you apply for this duty. First, we imagine, you must be a German shepherd with a pedigree. Probably you must satisfy some school requirements. Then, perhaps you should write to the Seavey dog detailer. But let us caution you—it's a dog's life.

On the people side of things, there is also a billet for one petty officer to train and supervise a number of nonrated dog handlers. To apply for this billet, you should write to EPDOConus. You should be eligible for Seavey before applying for this job and, in addition, any special skill you have in this area should be noted in the remarks section of your rotation data card.

There you have both sides of it, as we could not determine if you were inquiring on behalf of yourself or someone else.—ED.

Proper Display of Flag

SIR: We have a question about the proper display of the ensign in our Reserve unit's drill hall. As you look from the back of the drill hall, should it be to your left or right? It's on the same level as a speaker and observer. —K. H., QM1, USN.

• *It may be on either side depending upon the manner in which you display the flag. If you display it from a staff on the speaker's platform, the flag occupies the position of honor—that is the speaker's right as he faces the audience. (When we say the speaker's platform, we mean his area regardless if there is a raised platform or not.) Any other flag will occupy the speaker's left.*

If the flag is displayed on a staff anywhere other than the speaker's platform, it will be placed in the position of hon-

Which Comes First in First Aid?

SIR: After working the Quiz Aweigh in the November issue, I flipped to the answers and discovered I'd been wrong on one question. You had asked in what order you should treat ›spiration, shock and bleeding, and I'd answered with choice A (bleeding, ›spiration, then shock. Your answer was C (respiration, bleeding, then shock).

This was fine—you can't win them all. But as I read the first aid article on page 28, guess what I found?

According to *that* page, the first step is to stop hemorrhage, the second is to insure the victim is breathing and the third is to prevent or minimize shock.

Come again?—G. W. M., ADR2, USN.

• *Good grief! Small wonder you (and a tubful of other readers) were confused.*

Since receiving your letter we've done some further research and can only conclude that the question in Quiz Aweigh was loaded.

Obviously a guy who is not breathing and whose life's blood is oozing out is in pretty sad shape. Anyone having to deal with such a casualty would have to rely heavily on common sense, and his actions would undoubtedly be dictated largely by such circumstances as time, place, and assistance available.

There are, however, some guidelines which would be of assistance in his making a decision. If the victim is not breathing and his bleeding is not serious, it would probably be wise to restore the victim's breathing first.

You have to remember, however, that a man has only about five quarts of blood. If he loses a quart of it, he usually goes into shock, which deepens as the loss grows. Loss of half his blood will probably result in death.

With this in mind, you might decide the bleeding is serious enough to cause death by itself. The key words here are "serious bleeding." If this is the case, stop the bleeding first. There is usually enough oxygen in the blood stream to sustain life for a while even though the patient isn't breathing.

Other letters called attention to the disagreement of naval manuals on the subject, and steps are being taken to correct them. The Standard First Aid Training Course *(NavPers 10081-A), for instance is due for revision in 1965 and the subject will be clarified at that time.*

The exam center also got wind of the problem. Unfortunately, the February exams are already assembled. However, if the question is asked in an ambiguous manner, a wrong answer won't be counted against you.

On examinations given after February, the question may be avoided or information on the seriousness of the bleeding will be given.

Thanks to you and our other readers for calling our attention to the matter via telephone, telegraph, letter and carrier pigeon.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• USS *Richard W. Suesens* (DE 342)—A reunion has been scheduled for 6-8 August, in Columbus, Ohio. For details, write to Cal Krause, 422 S. Dewey Ave., Jefferson, Wis. 53549.

• *15th Seabees*—The eighth annual reunion will be held 30 July—1 August, at the Battery Park Hotel, Asheville, N. C. For particulars, write to Larry M. Cagle, P. O. Box 216, Clyde, N. C. 28721.

or at the right of the audience as they face the platform. And any other flag displayed should be placed on the audience's left.

And if you display the ensign flat, it should be above and behind the speaker. You'll find these guide lines in DNC 27, Annex A, Section 3, Para. K.—ED.

Relax—You're Still on Seavey

SIR: I have recently changed my rating from IC2 to AK2 because of my citizenship.

My sea duty began in November 1959, and as an IC2 I was on Seavey. How does my change in rating affect my eligibility for shore duty?—A. Y. I., AK2, USN.

• *You can look forward to going on the beach—you're still on Seavey.*

Once the Seavey-Shorvey section of BuPers has established the cut-off dates and compiled the lists of men eligible for orders ashore, there are very few reasons for which a name will be deleted. Or added, for that matter.

If you change your rating while on Seavey you will be moved to another rating list, but you will stay on Seavey.

Since you would be moved to a new list, however, your precedence would be re-computed.

If, on the other hand, you had not been on Seavey when you changed your rating, the situation would be quite different. As we said before, it's as difficult to be added to the list, once it's formed, as it is to be deleted.

Consequently, in that case you would not go on Seavey until the next time a cut-off date was announced—even if the difference in cut-off dates between ratings would make you eligible, timewise, for Seavey in your new classification.

Incidentally, the same general rule holds true for change in pay grade as well as change in rating.—ED.

FROM THE SIDELINES

WHAT IS KARATE? One definition, we note, states that karate is the *art* of empty-hand fighting; that it is a martial art and not a sport. Those who practice karate (karatekas) are adamant about this point.

We would make an appropriate comparison here: In the days of the Knights of the Round Table, jousting was a form of combat (or "martial art"), but it was also a form of sport. During tournaments it was not intended that jousters would kill their opponents, and the same applies during a karate match today. So, though its masters describe karate as an art, we prefer—for our purposes—to call it "sport."

Sport or art, enthusiasm for karate is on the increase all over the Fleet, and justifiably so. Practicing or learning karate is an excellent way to condition one's body while enjoying competition with others.

Those who have become interested in karate are sometimes disturbed at the unfavorable opinion many people hold for it. It has gained wide reputation as a killing skill rather than an enjoyable sport. Sure, we chuckle at the image TV comedians and other funnymen have transmitted on this subject; after all, it is difficult to be serious about men breaking tiles over their heads and smashing their bare palms through bricks. But some of the worst publicity about karate comes from the karatekas themselves.

Only recently we received a true-to-form press release about a karate champ that adds further to the grim humor surrounding this sport. This fellow would invite people he met ashore to visit his ship for a tour, which included an impressive karate demonstration. According to the story, this man "found it hard to change the impression that these people received of him—that of a mild-mannered office clerk." He often found himself apologizing for not looking like a "karate killer."

That's no way to gain popularity for a sport.

★ ★ ★

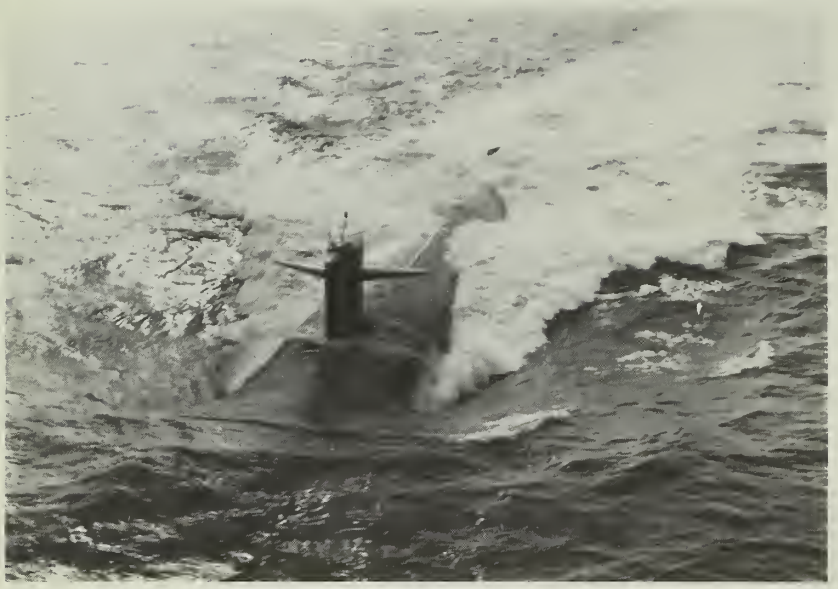
There's a right time and place for everything and—in spite of the fact that psychologists frown on it—that includes blowing your own horn. For that reason, BuPers is a pretty brassy place sports-wise. This past year's BuPers softball team finished another undefeated season in the local Navy-combined league and went on to become runners-up in the Washington, D. C., amateur softball association class B metropolitan tournament.

Our horn is particularly brassy when proclaiming this achievement because three ALL HANDS staffers were on the team—one of them, Jerry Wolff (our research editor), being the team coach and player/manager. Also included were (now-departed) Bud Register, JOC, and Don Flanagan, YN2. Trouble is, with all these trophies around we can hardly make our way to the sports desk to see what's happening in other areas.

Softball season will soon begin. How about it, BuPers?

—Bill Howard, JO1, USN

TODAY'S NAVY



SHE'S 21—*USS Haddo* (SSN 604) is twenty-first of Navy's nuclear attack subs. Commissioned in December 1964, *Haddo* is second U. S. sub to carry name.

SubFlot One Is a Mature 15

Submarine Flotilla One, stationed in San Diego, has celebrated its 15th anniversary. It was commissioned in November 1949 and designated as an operational command representing Commander Submarine Force, U. S. Pacific Fleet.

Today, SubFlot One consists of two submarine rescue ships, two tenders and 28 subs including nuclear powered uss *Scamp* (SSN 588), *Sculpin* (SSN 590) *Snook* (SSN 592), and *Permit* (SSN 594). Flotilla ships rotate between the West Coast and Seventh Fleet. They may be called upon to perform a number of jobs, including mining operations, amphibious warfare, reconnaissance and acting as "enemy" subs during hunter-killer training maneuvers.

Intrepid Clock-Watchers

The captain of uss *Intrepid* (CVS 11) CAPT J. G. Smith knew his crew was good at rigging a flight deck barricade but to see just how good it was, he personally held the stop watch on the riggers without their knowing it.

The results of the captain's clock watching showed that 75 men set the 25 foot high net in place in 50 seconds. The next time, 40 men set it up in 49 seconds and, a week later, 60 crewmen rigged it in 45 seconds.

Intrepid's CO thinks his crew might have established a record.

BUILDERS OF THE NAVY

David G. Farragut went to sea as a child and grew up to become the Navy's first admiral. During the Civil War he proved himself a brilliant tactician and strategist comparable to England's Lord Nelson. In April 1862, after weeks of careful preparation, Farragut's fleet sailed up the Mississippi from the Gulf to capture New Orleans. The Confederates had considered their defenses below the city virtually impregnable but Farragut battered his way past Forts Jackson and St. Phillip, overwhelmed the defending Southern squadron and held the Crescent City helpless under his guns, forcing its submission.

More New Ships and Subs

Should you be keeping track of possible duty assignments, here are ten more you can add to your list. Six new ships have joined the Fleet, while three others were launched.

The submarine tender uss *Simon Lake* (AS 33) was commissioned at Puget Sound Naval Shipyard, Bremerton, Wash. Named for a major submarine contractor for the Navy in the 1920s, the ship is designed to provide mobile base support facilities for nuclear powered submarines including fleet ballistic missile type.

Simon Lake has a 642-foot length, an 85-foot beam, and she displaces 21,450 tons fully loaded. The keel was laid 7 Jan 1963, and she was launched 8 Feb 1964.

As the fourth *Polaris* submarine tender, *Simon Lake* is the first of a new class. She will be homeported in Charleston, S. C.

Also in Bremerton, the technical research ship uss *Belmont* (ATGR 4) was commissioned. Converted from a Victory hull, the ship is equipped to conduct technical research operations in support of the Navy's electronic research projects, such as satellite communications.

Before conversion, the ship was known as ss *Iran Victory*, a turbine propelled cargo ship built in 1944. She was placed in the reserve fleet between World War II and Korea, but was brought into service again in 1952. After Korean duty, she returned to the reserve fleet.

Belmont is the first ship to bear the name, and is named for cities in 29 states.

On the East Coast, the guided missile frigate uss *Belknap* (DLG 26) was commissioned at the Boston Naval Shipyard. She is the second ship to bear that name (the first was the destroyer DD 251).

Belknap is 547 feet long, has a beam of 55 feet and displaces 7900 tons fully loaded. She is armed with *Terrier* surface-to-air missiles, antisubmarine rockets (*Asroc*), drone antisubmarine helicopter (*Dash*), one dual 5-inch/54 caliber gun, two 3-inch/50 caliber guns and antisubmarine torpedoes.

Belknap's keel was laid 5 Feb 1962, and she was launched 20 Jul 1963. She is homeported in Norfolk, Va.

The nuclear powered fast attack submarine USS *Haddo* (SSN 604) was commissioned in Camden, N. J. A *Thresher* class submarine, *Haddo* is the second nuclear submarine to be built there; USS *Pollack* (SSN 603) was the first.

As with other submarines in her class, *Haddo* is equipped for quiet operating, deep diving and extended sonar ranging. She has a 275-foot length, a beam of 30 feet and a surface displacement of 3700 tons. She can cruise in excess of 20 knots.

The new *Haddo* is the second naval vessel to bear the name. The first, SS 255, was commissioned during World War II and sank 44,000 tons of enemy shipping and damaged an additional 14,500 tons.

In the launching news, the *Polaris* submarine *Lewis and Clark* (SSBN 644) slid down the ways at Newport News, Va.

Her keel was laid at Newport News 29 Jul 1963. With her launching, the total of fleet ballistic submarines comes to 27 commissioned, four launched but not commissioned and 10 under construction.

The guided missile frigate *Fox* (DLG 33) was launched at San Pedro, Calif. She is the third ship to bear the name of Gustavus Vasa Fox, appointed by President Abraham Lincoln as the first Assistant Secretary of the Navy.

The guided missile frigate *Horne* (DLG 30) was launched at the San Francisco Naval Shipyard. Her keel was laid 12 Dec 1962.

She is 533 feet long and has a beam of 33 and one-half feet. Her armament includes *Terrier* guided missiles, *Asroc*, two 3-inch/50 caliber guns and antisubmarine torpedoes.

Add these to your list: a guided missile frigate was launched and the 28th and 29th nuclear powered *Polaris* submarines have joined the Fleet.

The guided missile frigate *William H. Standley* was launched at Bath, Maine. The 7900-ton frigate is the first vessel to be named for the late William H. Standley who served as Chief of Naval Operations from 1933 to 1937 and Ambassador to Russia from 1942 to 1943.

Standley is 547 feet long and has a 54-foot, nine-inch beam. Her keel

NEW DESTROYER escort Garcia awaits commissioning ceremony at San Francisco. Ship is namesake of first Puerto Rican Medal of Honor winner, Marine PFC Fernando Garcia.

was laid 29 Jul 1963. She is a sister ship of USS *Belknap* (DLG 26), *Josephus Daniels* (DLG 27) and *Wainwright* (DLG 28).

The new frigate carries a dual *Terrier-Asroc* missile launcher, which is located forward. *Terrier* is a supersonic surface-to-air guided missile with a solid fuel rocket motor. *Asroc* is a homing torpedo that is boosted by a solid propellant rocket to its target area.

Standley also carries conventional 3-inch/50 caliber guns, a 5-inch/54 caliber gun, torpedo tubes and Drone Antisubmarine Helicopter (*Dash*). She is equipped with a helicopter landing platform aft and has the Naval Tactical Data System (NTDS) for use against air, surface and underwater targets.

The 28th and 29th nuclear powered fleet ballistic missile submarines were commissioned on the East Coast. USS *Sam Rayburn* (SSBN 635) joined the Fleet at Newport News, Va.

Sam Rayburn is named for the Texas lawmaker who served in the House of Representatives from 1913 until his death in 1961.

The submarine's keel was laid 3 Dec 1962, and she was launched 20 Dec 1963. She is capable of firing the *Polaris A-3* missile.

The 8000-ton *Polaris* submarine USS *Nathanael Greene* (SSBN 636) was commissioned at the Portsmouth, N.H., Naval Shipyard. With this ceremony, *Nathanael Greene* became the 50th nuclear-powered submarine to join the Navy since USS *Nautilus* (SSN 571) was commissioned 10 years ago.

The keel for *Nathanael Greene* was laid 21 May 1962, and she was launched on 12 May 1964.

As with other *Polaris* submarines, both *Sam Rayburn* and *Nathanael Greene* will be manned by two crews—Blue and Gold.

OLD-TIMER—*USS Peterson* (DE 152) has been on the Navy list since 1943, and is only ship of class active. She was converted for specialized ASW in '52.

MOMENT OF TRUTH—Rear Admiral Robert Goldthwaite takes close look at uniform of NAS Cecil Field sailor during annual Admin/Material Inspection.

Princeton Delivers Again

When heavy floods in Vietnam left thousands homeless last November, USS *Princeton* (LPH 5) was on hand to help.

Several relief and church agencies in Hong Kong gathered emergency supplies for the stricken families. Shortly thereafter *Princeton,* who happened to be in Hong Kong for a routine port call, was requested to deliver the goods via assault helicopter. High water had washed out roads and bridges in Vietnam, making overland transportation all but impossible.

During the following 24 hours *Princeton* Navymen and Marines loaded aboard over 600 tons of relief supplies including clothing, flour, soybeans, soybean oil and high protein wheat. In the ship's bakery the commissarymen turned to, producing several thousand loaves of bread for the flood victims.

On 15 November *Princeton* left Hong Kong and proceeded to a point off the Vietnamese coast, where the helos were launched.

The mercy missions were flown by Marine Medium Helicopter Squadron 162. Before coming aboard *Princeton* the squadron had served four months at a land base in Vietnam and, in 1963, had taken part in the relief flights to Haiti.

Busy Day in the Med

When it came time for USS *Wasp* (CVS 18) to get under way from Naples, there were 369 crew members missing. It wasn't because these men didn't want to get back to their ship—they couldn't. With high winds and rough seas, it was impossible for them to return in the small liberty boats.

The carrier sailors had taken shelter in three destroyers which were anchored in a more peaceful area behind the harbor's breakwater.

CIRCUIT RIDER—Chaplain from USS *Ticonderoga* (CVA 14) is lowered to destroyer for religious services.

In spite of the minus-369 nose-count aboard *Wasp,* all the ships left on schedule. Once they had sailed out into calmer waters in the Mediterranean, two of the destroyers, USS *Charles S. Sperry* (DD 697) and *Samuel B. Roberts* (DD 823), highlined 250 carrier sailors back to their ship. The remaining 119 were flown from the third destroyer, *Barry* (DD 933), by helicopters from Antisubmarine Squadron 11.

It was quite a day for the destroyermen. They are not claiming a record, since in the Destroyer Navy even the jobs that are difficult and unusual (to others) are part of the routine.

Rankin a Hit in Spain

A funny thing happened to USS *Rankin* (AKA 103) during Operation Steel Pike I. It wasn't funny ha ha but funny wonderful.

Rankin served as flagship for Captain Ignacio Martel Viniegra of the Spanish Navy. CAPT Martel commanded the Steel Pike Northern Attack Group which was made up of Spanish sailors and marines embarked with U. S. Navymen in Spanish and United States ships.

The Spanish officers and enlisted men had only four days to become acquainted with United States ships and took complete charge of the Northern Attack Group which turned in a first-rate display of seamanship and amphibious assault adroitness.

During their duty on board *Rankin,* the executive officer of the Spanish force, Commander Lopez-Cortillo regaled the denizens of the wardroom with several masterpieces of Spanish cookery.

In other parts of the ship, U. S. sailors went all out to learn Spanish songs and even tried to make their American rock n' roll footwork obey the staccatto rhythms of the flamenco and other Spanish dances.

During preliminary training, each Spanish ship in the force came alongside for an evening of exchange visits, meals and movies. U. S. crewmembers on board *Rankin* tangled with a Spanish team in a game of miniature basketball for which they used the well deck of a Spanish medium landing ship for a court.

Operation Steel Pike I, which was one of the largest joint amphibious exercises in recent years, was judged

to be a huge success from a military standpoint. *Rankin* and her crew of U. S. and Spanish Navymen helped make it a success from a standpoint of international friendship.

DesRon 12 Brightens Newport

The Navy has long been known for the helping hand which it extends to the people of other nations. But not as well publicized is the same type of assistance given at home.

In Newport, R. I., for example, the men of Destroyer Squadron 12 undertook the project of improving the city's Community Center.

The squadron's aid is similar to the assistance which Navymen have frequently given to the needy overseas. But in contrast to the help extended abroad which usually is a one-time undertaking, the Newport program has been established as a permanent endeavor.

The major phase of the Newport project is the restoration of the 265-year-old building which houses the Community Center. As you might expect, it's a large job, and the men of the nine ships in DesRon 12 have already devoted many hours to the project.

Men of uss *Richard E. Kraus* (DD 849) are giving the front entrance a new look, while both crews from *Compton* (DD 705) and *Kraus* are repairing the north entrance. *Davis* (DD 937) and *Hyman* (DD 732) crews are renovating the rest rooms. Men from *Stickell* (DDR 888) are trying their hand at remodeling the kitchen. *Massey's* (DD 778) crew is handling the general repair and the painting of the youth lounge, while *Purdy's* (DD 734) crew is revamping the center's craft rooms.

Outside the building, Navymen from *Basilone* (DD 824) are working on the playground and parking area and will improve the over-all landscaping around the community building.

But this work is only part of the help offered by the squadron. Another step has been taken. The squadron wives are providing additional guidance for the Center's children through volunteer workers. They have outlined plans for the Center's further improvement, such as increasing the number of supervisors and instructors and adding to the present limited supply of toys and kitchen utensils.

BIG TIME—Submariners gathered with Fleet Admiral Chester W. Nimitz at his San Francisco quarters recently represent 267 years of submarine service.

Away the Landing Party

Marines and sailors who make up uss *Bon Homme Richard's* (CVA 31) landing party spent a recent in-port period in Yokosuka, Japan, sharpening their land battle technique. *Bonnie Dick's* soldiers of the sea qualified on the rifle and pistol ranges and conducted a week of diversified military training at Mount Fuji, including a two-day traverse of the mountain.

The mission of a ship's landing party is to provide a unit organized, trained and equipped to conduct operations ashore as an independent force.

Training in the field, mountains or even the jungle is nothing new to *Bonnie Dick's* landing party. During a recent visit to Subic Bay, Philippines, the group spent three days in the jungle learning survival techniques. Their chief instructor and guide during this period was a much-decorated Negrito jungle fighter of World War II.

During this period the party gathered and prepared their own food, plotted their way through the jungle and learned ambush techniques and how to manufacture and use the blow gun.

SCALE MODEL of oceanographic buoy floats in lab. Real buoy will send data ashore from its memory banks.

High Gearing in Sfax

The citizens of Sfax, Tunisia, knew a little more about the United States and the U. S. Navy after uss *Gearing* (DD 710) spent five days there.

Two days of the *Gearing* visit were devoted to open house during which 7000 Tunisians visited the ship to hear its history and mission explained to them in their own language via the ship's announcing system.

Educational materials provided by Project Handclasp were presented by *Gearing's* captain to Sfax city school officials. An encyclopedia and numerous secondary level texts were included in the package.

To reciprocate *Gearing's* hospitality, the Governor of the Sfax region sponsored an afternoon-long folk festival for *Gearing's* crew.

VERSATILE MK 46-0 torpedo can be launched from fixed wing aircraft (right), Asroc tubes as shown in *USS Norfolk* test launching (left), helicopters, and surface ship torpedo tubes. Torpedo is scheduled for Fleet in summer.

This Could Be a Blast, Man

The latest in antisubmarine torpedoes, the Mark 46, has completed its development program and is now in production. Scheduled to be in the Fleet this summer, the Mark 46 is the first Navy torpedo to use a solid rocket fuel system as its source of power.

It also uses several new concepts in design that give it greater speed, depth performance and maneuverability. When it enters the water, the propulsion system is activated within half a second by a sea water battery; the torpedo then dives to a preset search depth.

When it reaches this depth, the torpedo follows a programed search pattern to find its target by using either an active echo ranging or a passive listening method. When it locates the target, the torpedo pursues it until the target is destroyed. If somehow the target is lost during the pursuit, the torpedo returns to its search program to relocate it.

Producing approximately four horsepower for each pound of engine weight, the engine is powerful enough to enable the torpedo to overtake the most elusive submarine target known.

The Mark 46 is the first antisubmarine warfare torpedo that can be launched in any of these four ways: From a fixed wing aircraft at speeds up to 400 knots, a helicopter (including *Dash*), surface ship torpedo tubes and antisubmarine rocket (*Asroc*).

Because of its precision design, one or more complete sections may be replaced if necessary.

The new torpedo consists of four major parts—guidance and control system, explosive system, propulsion system and accessory system.

The guidance system, which is located in the front, consists of a transducer, a transmitter and receiver, a control group with power supply, a computer, and an auto pilot. These electronics packages are separated by either a warhead or practice head. The center section contains the solid fuel and pressure generator while the afterbody contains the propulsion unit and accessory system.

FUEL UP—*USS Truckee* (AO 147) is one of six largest fleet oilers built, with cargo capacity of over 150 thousand barrels of fuel oil, stored in 24 tanks.

A Whale of a Time on Maui

There was no blubbering on Maui during the recent whaling spree celebration—many thanks due to the crew of uss *Current* (ARS 22).

Everything was quite cheerful, as the *Current*men, impersonating a spirited band of pirates, invaded the town of Lahaina, and joined the locals

in a traditional celebration commemorating 19th century days when whaling crews stopped here for shore leave.

The excitement and good times which resulted from these early visits stimulated the Mauis to carry on a traditional celebration long after the whaling crews stopped coming.

The costumed *Current* sailors, fast to absorb the spirit of the celebration, paraded up and down Lahaina's main streets, to the enjoyment of the islanders, tourists and other visitors.

Then they took part in a costume contest, in which they copped a $25 first prize.

Other U. S. Navy visitors included USS *Fletcher* (DD 445) and USS *Sproston* (DD 577). Everyone had a whale of a time.

Platte Joins Over-25 Club

USS *Platte* (AO 24) has joined that extremely small group of ships which have been in commissioned active service for over 25 years. The fleet oiler celebrated her birthday in Long Beach Harbor on 1 Dec 1964, just across the bay from San Pedro where she had been commissioned a quarter-century before.

Platte has done some traveling over the years. A few days after the bombing of Pearl Harbor she left San Pedro, bound for Hawaii with a load of black oil. Between December 1941 and the end of the war she pumped nearly 5,000,000 gallons of oil during 1060 refueling operations and earned 10 engagement stars.

Supplies were at a premium, especially during the first days of the war, and the fleet oilers often carried more than fuel. *Platte* went into the yards, and a cargo deck was added. Thereafter, she brought food, clothing and other general supplies to the ships she refueled.

In 1944 the oiler joined Task Force 58 in a series of carrier strikes and was on hand when aircraft were launched toward Truk. She also participated in the first strikes on the Marianas and the occupation of Eniwetok. Always on the move, during an 11 day period she crossed the equator 14 times.

When offensive operations ceased on 15 Aug 1945, *Platte* was one of the first ships to anchor in Tokyo Harbor. By Christmas she was back home in San Pedro.

During the postwar period many of the Navy's ships were mothballed, but *Platte* continued to operate.

STILL ON THE JOB—*USS Platte* (AO 24) fleet oiler with Pacific Fleet has joined the small group of Navy ships that have had 25 years of continuous duty.

When the Korean war began she was still active and was ordered into action as part of the Seventh Fleet. Operating for 25 months off Korea and Formosa, she racked up four more engagement stars. Always near the action, during her last WestPac deployment she refueled ships in the South China Sea.

And Now It's *Inner* Space

Two men assigned to the Pacific Missile Range (PMR) have made a trip into space in a diving saucer.

It wasn't outer space but inner space that was being explored, and the vehicle that carried them was the DS-2, better known as the Cousteau Diving Saucer.

The dives were made off Santa Catalina Island.

Lieutenant John R. Elzenga, USN, PMR diving officer, made one dive and Tom Henebry, an engineering technician, the other. Pilot of the DS-2 is Raymond Kientzy of France.

The mobile deep sea research vehicle is designed for exploring the ocean floor at depths of 1000 feet. The purpose of the dives was to demonstrate the capability of the deep submergence vehicle in the search and location of a component containing an underwater recovery aid.

During the dives, studies were also made to compare the operation of underwater detection signals at different frequencies and to collect data about ocean temperature and direction of current flow at various depths.

PMR will use the DS-2 vehicle this April to perform a pre-acceptance inspection of a complete oceanographic data collection buoy system in place, and to check the amount of marine fouling that has taken place in the San Nicholas Island (SNI) area.

BACK THEN—Old timer *Platte* is shown in the early days of her career refueling an aircraft carrier during World War II during operations in the Pacific.

Survival Is No Accident at Grosse Ile

It was a cold winter afternoon when the S-2F *Tracker* and the *Seabat* helicopter landed at Grosse Ile Michigan's U. S. Naval Air Station. The two men in each were looking forward to a hot cup of coffee soon after they landed. But coffee was not in their immediate future—a survival exercise was.

The four men who had just landed were the first to be snagged in a procedure which would eventually include every flying Navyman at NAS Grosse Ile. Before they had time to leave their planes, they were told they had crashed in a swampy area of northern Michigan and would have to hike two miles to higher ground. They could take whatever equipment they needed from their planes.

One of the men was declared to have a broken arm which the other survivors had to put in splints at once, using whatever material was at hand.

To give the exercise an added touch of realism, an old aircraft fuselage was burned and the survivors were given hand extinguishers; told to put out the fire and salvage whatever supplies were inside.

After the fire was out and the supplies salvaged, the reluctant campers set out on foot for a wooded area on one side of NAS Grosse Ile.

While there was still light, they made a tepee of ripped parachutes; gathered ferns and underbrush for beds and enough firewood for the night.

Luckily for this party of crash victims, they had brought enough food with them for a skimpy supper that night and a breakfast the next morning.

About 0800 the next morning, the theoretically downed fliers were rescued and the victims of another crash were led into the woods to await rescue.

Most of the crash victims spent a cold, miserable night. Some of the later crashees didn't have enough food and a few had to scrounge for water when they forgot to bring their canteens.

One thing was gained from their discomfort, however. If any of the men snagged for the survival exercise ever crashes for real, he will have a better idea of what he needs to stay alive while awaiting rescue.

Quick Thinker

Thanks to the quick thinking and heroism of Thomas H. Nohowec, AME2, and thanks also to the generosity of members of his squadron, seven Japanese families in Iwakuni are not as bad off as they might have been.

Early one morning while Nohowec was walking through the city he saw smoke ahead. He stepped up his pace and, as he arrived at the scene, found several homes already filled with smoke. From one of the buildings, Nohowec heard the faint wailing of a child. He ran inside, grabbed the child and brought him safely outside.

He helped other families salvage some of their personal belongings and, when the fire department arrived, Nohowec manned one of the hoses and helped put out the blaze.

When the news reached Nohowec's squadron, the men responded by taking up a collection to aid the stricken families. A few days after the tragedy, the commanding officer of Patrol Squadron One and Nohowec presented the Deputy Mayor of Iwakuni with 36,000 yen (equivalent to $100) which was divided among the seven homeless families.

Three Years Accident Free

The year 1964 ended for Attack Squadron 112 with a quiet bang—and a lot of cheers. It had just completed three years of operational flying without an accident.

During these three years the Squadron has made six short-duration carrier deployments, four weapons deployments and two full-length cruises to the Western Pacific aboard USS *Kitty Hawk* (CVA 63), logging over fourteen thousand flight hours, 4432 total carrier landings, including 1042 night carrier landings.

Three years of accident-free flying is not an accident. Many hours of quality-controlled workmanship, strict adherence to standardized practices, systematic ground training, conscientious preflighting of aircraft, a final line-check before the aircraft departs the line, and compliance with ordinance safety precautions, add up to make accident free flight hours.

VA 112 is proud of its three-year record but the real pay-off is in increased operational readiness and in the ability to uphold the squadron motto: "Custode Pacis Armis", Custodian of the Arms of Peace.

LT. S.H. Brobston, USNR

FIREFIGHTER — Thomas Nohowec, AME2, saved child from flaming house, fought blaze with firemen.

But It *Did* Happen

Possibly Airman Apprentice Lowell G. Sanders read the "man overboard" article in ALL HANDS' safety and survival issue. If so, he may have—like so many of us—shrugged and thought "It can't happen to me."

But it did.

Navyman Sanders, driving an aircraft tow tractor aboard USS *Intrepid* (CVS 11), was tossed overboard in the dark morning hours recently when the tractor skidded out of control and hit the catwalks along the edge of the flight deck.

Intrepid was engaged in antisubmarine operations. The impact of the crash hurled Sanders clear of the vehicle, but out and down 60 feet to the rough sea.

During the first seconds Sanders was in the drink, a methodical chain of events had begun aboard *Intrepid*. A plane spotter saw the vehicle crash, tossed his flight deck wands into the water after Sanders and passed the word. Two signal-

listen for a call from Sanders. Sanders saw the copters pass overhead and waved to them, but he was not spotted. He believed his last hope was gone.

But, soon afterwards, one helo returned, hovering at low altitudes. The co-pilot saw a head bobbing above a wave. A rescue seat was lowered to the exhausted airman in the sea below.

Forty-five minutes after his ordeal began, Sanders was back aboard his ship, with a mild case of over-exposure. When the report went out, a spontaneous cheer resounded throughout the carrier.

It was he said, an "awful experience," as he took a hot shower (fresh water, of course).

SPANISH GUITAR is part of garb for Marine PFC Rafael Alarcon, host of Latin American show on station KEAR aboard ASW carrier *USS Kearsarge*.

Oklahoma City in Malaysia

When uss *Oklahoma City* (CLG 5) steamed into Port Swettenham, Malaysia, she brought with her thousands of pounds of toys, clothing, books and other donations made for Project Handclasp for distribution to hospitals, orphanages and schools of Malaysia's capital city, Kuala Lumpur.

For the crew, the visit to Port Swettenham meant liberty in the port and the nearby capital city. The crew also visited the British Naval Base in Singapore and snapped hundreds of rolls of film recording Singapore's Tiger Balm Garden, temples and street scenes.

For the sports-minded, there were basketball and softball games and a bowling tournament scheduled with local teams.

The ship's officers were kept busy with official calls to U. S. and Malaysian civil and military officials.

While the ship was open to the public at Port Swettenham, 13,000 Malaysians came aboard.

When the ship moved to Singapore, thousands more came aboard.

At the end of her visit thousands of people were a little happier for their handclasp with the U. S.

Anyone for Bagpipes?

When is comes to pastimes, each person in the Navy has his favorite. Some like to watch television, others enjoy reading a good book—and sports are a popular occupation. Some have more individual off-duty interests. There is, for example, an officer who lists bagpipe playing as his hobby.

Captain Charles H. Carr, commanding officer of the fleet oiler uss *Elokomin* (AO 55), doesn't give any specific reason for taking up this particular instrument. Bagpipe music always did appeal to him, he says. Although CAPT Carr admits there is Scottish blood in him, he dismisses any possibility that his love for the pipes is inherited.

It was only eight years ago when the musical CO transferred from the listener to the performer status. Attached to an admiral's staff in London, he bought his first set of bagpipes. Through a lot of practice and repeated trips to Scotland, CAPT Carr was able to master the difficult art of pipe playing.

After playing for a friend in Edinburgh, he recalls, his friend smiled and told him he had started 30 years too late. In Scotland, the boys are nine or 10 years of age when they start to study the instrument.

SELF-MADE HIGHLANDER CAPT. Charles H. Carr plays bagpipes in spare time aboard *USS Elokomin*.

But it wasn't long before the captain's interest and ability in pipes soon became well known in Edinburgh, and he was invited to join the Eagle Pipers, a Scottish bagpipe society. By the time he assumed command of *Elokomin*, CAPT Carr had acquired enough experience and Highland paraphernalia that he would be welcomed in almost any bagpipe organization.

Although the pipes are not exactly common in the Navy, CAPT Carr reveals that he is not alone. Among others, Marine Captain James Toth, commanding officer of the Marine detachment in the cruiser uss *Newport News* (CA 148), is also an accomplished bagpiper.

When the cruiser comes alongside the oiler for refueling, it's quite an acoustical experience. The two self-made Highlanders put on a musical production fit for any audience.

SERVICESCOPE

GEMINI ASTRONAUTS will be rocket-powered. Air Force has developed a Buck Rogers rocket p which the spacemen will carry with them when leave their orbiting capsules.

The package, which consists of a combination and chest pack, should allow the astronaut to lea capsule on independent flights up to an hour in tion. The first *Gemini* spacemen, however, will only short excursions with the packs, just long e to give them confidence in the operation. Duri original flights they will be attached to the mothe by a 200- to 300-foot safety line.

In addition to the hydrogen peroxide propulsion the packs contain oxygen, telemetry, electrical and stabilization systems. On earth the combi chest and back packs weigh a total of 200 pounc space they will be weightless.

Ultimately, astronauts will probably become ficient in flying with the packs and will use them assembling and repairing space stations and satel

The astronauts will guide themselves by means o switches which control: On, off and standby for the stabilization system; pitch and yaw; roll; translation control for up, down, forward and backward; high-low thrust; emergency switch for the stabilization system. An alarm signal is also included, and a beeping tone will be emitted in case of system failure.

The packs have been under development by the Air Force since 1961.

★ ★ ★

A LIGHTWEIGHT MEDICAL laboratory weighing only 30 pounds has been developed by the Army. It will first be used by special forces medical personnel engaged in civic action programs. Using the kit, Army medics can promptly identify local health problems.

The kit consists of a lightweight nylon fabric case containing a microscope, centrifuge, drugs and reagents necessary for performing basic laboratory tests.

The package measures 10 by 12 by 15 inches and can

COAST GUARD icebreaker *Northwind* stabs through ice-jammed East Siberian Sea on oceanographic mission.

had land in the water, it will float. It can be weighted with rocks and cached underwater for as long as two weeks without leaking.

Environmental testing has been completed by the Army and service tests are now being conducted in the field. Army units will begin receiving the kits about June 1965.

The experiments proved that a trained man, equipped with the kit, could perform routine urinalysis (including microscopic examination of centrifugal sediment), obtain specific gravity readings, prepare and examine Gram stain and Wright's stain in suitable biological specimens, determine hemoglobin and make differential blood counts.

★ ★ ★

AIR FORCE PILOTS, who would face the hazard of flash blindness near the area of a nuclear explosion, may soon find a new type of windshield in their aircraft.

The windshield, designed to darken instantaneously if a nuclear device is exploded nearby, would be made of what are termed "photochromic" materials.The company awarded the development contract for the windshield has already developed a special type of goggles for the Air Force, using similar materials.

The goggles darken when exposed to ultraviolet light, then clear when the radiation lessens.

If a nuclear device explodes near the aircraft—during a low-level attack, for example—a sensor unit would detect the flash and trigger a special set of flash tubes directed into the windshield.

The photochromic plates in the windshield react by darkening instantly—the process taking only a fraction of a second.

Then the windshield would begin to clear, returning to normal after the flash subsides.

★ ★ ★

NOW THAT THE Air Force recently received a new-type aircraft, the C-141 Starlifter, cargo, as well as passengers, may be transported by jet in the near future.

Developed by the Air Force Systems Command and a civilian company, this new plane will increase the capability of the Military Air Transportation Service

LIGHT bombardment plane, Air Force B-26K, can carry four tons of ordnance under wings besides bomb bay payload.

force to move combat troops and their equipment any place in the world on short notice. The C-141 eventually will replace most of the conventional (non-jet) transports that are now in MATS.

The Starlifter can transport 154 troops or a combination of men and supplies. In addition, it can cross the ocean non-stop at more than 500 miles per hour. The 145-foot fuselage will accommodate 70,000 pounds. And the aircraft takes off in a shorter distance than any other jet transport. With this capability, the C-141 has 1850 airports around the world at which it can land.

Presently the Starlifter is at the MATS Flight and Crew Training Center, Tinker AFB, Oklahoma, to provide training for MATS crews. There are eight others built which are undergoing a series of extensive tests.

STRAIGHT UP—High degree of maneuverability is shown by Air Force YAT-37D twin jet, which can fly above 450 miles per hour or below 125 miles per hour as needed.

ARMY AVIATORS flying the UH-1D helicopter have broken four world records for speed and altitude, one of which was previously held by the USSR. The top speeds and heights were reached by test pilots at Fort Worth, Texas.

In addition to breaking the four existing records, the helo pilots established seven more as first entries in new categories.

When official recognition is obtained, the U. S. will hold 32, or 57 per cent, of the world's 56 helicopter records. Russia holds 15 (27 per cent), France eight (14 per cent) and Czechoslovakia one (two per cent).

All four records broken were in class E-1D, which includes helos weighing between 3858 and 6614 pounds.

The first of the four was broken on 20 November, when an Army major piloted his craft 168.98 mph on the 100 kilometer course. The earlier speed record set by USSR aircraft, was 157.714 mph.

On 23 November the helo bettered the world speed record of 148.449 mph for the 500-kilometer course by averaging 176.8 mph.

On 25 November the helo exceeded the record speed of 158.037 mph for three kilometers establishing a new mark at 180.14 mph.

The fourth record, in altitude, was broken on 11 December when the copter reached an altitude without payload of 35,150 feet. The earlier altitude, reached by an H-43B, was 32,840 feet.

★ ★ ★

A SMALL HELICOPTER capable of flying 200 mph is being evaluated by the Army. The 3500-pound XH-51A, (its rigid rotor has been under development for six years) will be used to collect data needed to design future performance rotary wing aircraft.

The helo features a rigid rotor system which gives an unusually high degree of stability and permits improved maneuverability. Most helos have hinged rotors which produce a teetering or flapping effect and require complex control systems, but the blades of the XH-51A, cantilevered from the hub, are attached solidly to the mast.

The 200-mph speed, established by the helo on a test run, is a record for copters weighing under five tons.

The Army is also designing a compound helicopter which will have wings and a jet engine in addition to the rigid rotor system. The compound version is expected to exceed an air speed of 230 mph.

Here's How to Keep Wel

Whether or not you check out a correspondence course is strictly up to you. However, any Navyman who is interested in getting ahead will find it a smart thing to do, because basically an enlisted correspondence course is simply a set of questions dealing with information contained in the Navy Training Courses. The purpose of these questions is to help you get the most out of your study.

This is done by pointing out important definitions, the reasons things are done in one way rather than another, the cause and effect of various actions, the similarity or difference of certain objects, recognizing and identifying mistakes, and common principles which apply to two or more situations.

When you enroll in a correspondence course, which active Navymen can do through their local commands, you get a textbook (usually one of the Navy's blue books—green, if you are an aviator) and an assignment booklet.

The assignment booklet gives you study instructions and other information which will help you study the blue book. There are also questions (usually multiple choice) on the assignment, together with an answer sheet, on which you mark what you think to be the answer.

The questions in the assignment booklet are not tests, only study aids. You can answer them with your book open, and probably should, in order to get the most out of the questions.

When you get all the questions answered, go over the assignment again to make sure you did your best.

When you mail your assignment for grading, it will be individually

★ *ABC Warfare Defense,* NavPers 91212; 4 assignments, 8 retirement points.

★ *Aerographer's Mate 3 & 2,* NavPers 91664–2; 13 assignments, 39 retirement points.

★ *Aerographer's Mate 1 & C, Vol 1,* NavPers 91602; 4 assignments, 12 retirement points.

★ *Aerographer's Mate 1 & C, Vol. 2,* NavPers 91603; 7 assignments, 21 retirement points.

★ *Air Controlman 1 & C,* NavPers 91677–A; 4 assignments, 12 retirement points.

★ *Airman,* NavPers 91600–A; 10 assignments, 30 retirement points.

★ *Aviation Antisubmarine Warfare Technician 3 & 2,* NavPers 91577; 10 assignments, 30 retirement points. *Confidential.*

★ *Aviation Boatswain's Mate "H," 3 & 2,* NavPers 91636–1A; 3 assignments, 9 retirement points.

★ *Aviation Boatswain's Mate "H," 1 & C,* NavPers 91638–1; 3 assignments, 6 retirement points.

★ *Aviation Boatswain's Mate "E," 3 & 2,* NavPers 91678; 8 assignments, 24 retirement points.

★ *Aviation Boatswain's Mate "E," 1 & C,* NavPers 91672; 5 assignments, 10 retirement points.

★ *Aviation Boatswain's Mate "F," 3 & 2,* NavPers 91679; 7 assignments, 21 retirement points.

★ *Aviation Boatswain's Mate "F," 1 & C,* NavPers 91680; 4 assignments, 12 retirement points.

★ *Aviation Electrician's Mate 3 & 2,* NavPers 91610–1B; 14 assignments, 42 retirement points.

★ *Aviation Electrician's Mate 1 & C,* NavPers 91611–2; 8 assignments, 24 retirement points.

★ *Aviation Electronics Technician 3 & 2,* NavPers 91613–1A; 15 assignments, 30 retirement points. *Confidential.*

★ *Aviation Electronics Technician 1 & C,* NavPers 91615–B; 11 assignments, 33 retirement points.

★ *Aviation Fire Control Technician 3,* NavPers 91633–1; 12 assignments, 36 retirement points. *Confidential.*

★ *Aviation Fire Control Technician 2,* NavPers 91634–2; 11 assignments, 33 retirement points. *Confidential.*

★ *Aviation Fire Control Technician 1 & C,* NavPers 91635–1; 7 assignments, 21 retirement points.

★ *Aviation Machinist's Mate 3,* NavPers 91597–B; 6 assignments, 18 retirement points.

★ *Aviation Machinist's Mate 2,* NavPers 91598–1A; 13 assignments, 39 retirement points.

★ *Aviation Machinist's Mate 1 & C,* NavPers 91599; 5 assignments, 15 retirement points.

★ *Aviation Machinist's Mate "J," 3 & 2,* NavPers 91582; 8 assignments, 24 retirement points.

★ *Aviation Machinist's Mate "J," 1 & C,* NavPers 91587; 8 assignments, 24 retirement points.

★ *Aviation Machinist's Mate "R," 1 & C,* NavPers 91608–1; 5 assignments, 15 retirement points.

★ *Aviation Ordnanceman 3 & 2,* NavPers 91665–1; 11 assignments, 22 retirement points.

★ *Aviation Ordnanceman 1 & C,* NavPers 91662–1; 7 assignments, 21 retirement points.

★ *Aviation Storekeeper 3 & 2,* NavPers 91674–B; 8 assignments, 24 retirement points.

★ *Aviation Storekeeper 1 & C,* NavPers 91675–1; 7 assignments, 14 retirement points.

★ *Basic Military Requirements,* NavPers 91202–1A; 6 assignments, 12 retirement points.

★ *Blueprint Reading and Sketching,* NavPers 91223–3; 3 assignments, 9 retirement points.

★ *Boatswain's Mate 3 & 2,* NavPers 91243–2B; 8 assignments, 16 retirement points.

★ *Boatswain's Mate 1 & C,* NavPers 91245–2B; 4 assignments, 12 retirement points.

★ *Boilermaker 1 & C,* NavPers 91515–A; 10 assignments, 30 retirement points.

★ *Boilerman 3 & 2,* NavPers 91512–3; 6 assignments, 12 retirement points.

★ *Boilerman 1 & C,* NavPers 91514–2B; 10 assignments, 20 retirement points.

★ *Builder 3 & 2,* NavPers 91584–2; 6 assignments, 18 retirement points.

★ *Builder 1 & C,* NavPers 91586–1B; 7 assignments, 21 retirement points.

★ *Commissaryman 3 & 2,* NavPers 91441–1C; 4 assignments, 8 retirement points.

★ *Commissaryman 1 & C,* NavPers 91443–2A; 3 assignments, 6 retirement points.

★ *Communications Technician "M," 3 & 2,* NavPers 91557–A; 7 assignments, 21 retirement points.

★ *Communications Technician "M," 1 & C,* NavPers 91561; 7 assignments, 21 retirement points. *Confidential, modified handling.*

★ *Communications Technician "A," 3 & 2,* NavPers 91558; 7 assignments, 14 retirement points.

★ *Communications Technician "A," 1 & C,* NavPers 91560; 5 assignments, 10 retirement points.

★ *Communications Technician "I," 3 & 2,* NavPers 91572; 6 assignments, 18 retirement points. *Confidential.*

★ *Communications Technician "R," 3 & 2,* NavPers 91567; 6 assignments, 18 retirement points. *Confidential.*

★ *Communications Technician "O," 3 & 2,* NavPers 91547; 6 assignments, 18 retirement points.

★ *Communications Technician "T," 3 & 2,* NavPers 91559; 6 assignments, 18 retirement points.

★ *Construction Electrician 3 & 2,* Nav-

nformed About Your Job

scored. Your answer sheet will be returned to you, and, if you missed a question, references will be given to help you correct it. Your grade on the assignment will also be given.

Enlisted Correspondence Courses for Regular Navy personnel and Reservists on active duty usually will be administered and graded locally.

Where the course is to be handled locally, you should submit your application on *Enlisted Correspondence Course Application—Local Administration,* NavPers Form 231, and forward it to the Correspondence Course Center via your CO.

In commands where it is not practical to administer the courses locally, applications should be submitted on NavPers Form 992. In this instance, your CO will forward the application to the Correspondence Course Center requesting that the Center administer and grade the course. Your division officer or education officer can tell you which form to use.

You will note that this list includes the number of retirement points credited. This does not (repeat *NOT*) apply to Regular Navymen or Reservists on active duty. It does apply to inactive Reservists. We are including the retirement credits for the benefit of ALL HANDS readers who are in the inactive Reserves, and also to give some idea of the relative extent of subject matter of individual courses.

You can only take one course at a time—don't go overboard. First step is to see your education officer, division officer, or personnel officer.

Here is a list of correspondence courses now available:

Pers 91569-2A; 6 assignments, 18 retirement points.

★ *Construction Electrician 1 & C*, NavPers 91571-1D; 6 assignments, 18 retirement points.

★ *Constructionman*, NavPers 91562-1C; 5 assignments, 15 retirement points.

★ *Construction Mechanic 3 & 2*, NavPers 91579-1B; 9 assignments, 27 retirement points.

★ *Construction Mechanic 1 & C*, NavPers 91581-2A; 8 assignments, 24 retirement points.

★ *Aviation Structural Mechanic "E," 3 & 2*, NavPers 91622-1; 7 assignments, 21 retirement points.

★ *Aviation Structural Mechanic "E," 1 & C*, NavPers 91366; 5 assignments, 10 retirement points.

★ *Aviation Structural Mechanic "S," 3 & 2*, NavPers 91364; 4 assignments, 12 retirement points.

★ *Aviation Structural Mechanic "S," 1 & C*, NavPers 91650-1; 7 assignments, 14 retirement points.

★ *Aviation Structural Mechanic "H," 3 & 2*, NavPers 91365; 6 assignments, 18 retirement points.

★ *Aviation Structural Mechanic "H," 1 & C*, NavPers 91367; 6 assignments, 18 retirement points.

★ *Basic Electricity, Part I*, NavPers 91224-B; 6 assignments, 18 retirement points.

★ *Basic Electricity, Part II*, NavPers 91226; 5 assignments, 15 retirement points.

★ *Basic Hand Tools*, NavPers 91228-1D; 5 assignments, 10 retirement points.

★ *Basic Machines*, NavPers 91230-D; 3 assignments, 6 retirement points.

★ *Damage Controlman 3 & 2*, NavPers 91544-2A; 5 assignments, 15 retirement points.

★ *Damage Controlman 1 & C*, NavPers 91546-1B; 6 assignments, 18 retirement points.

★ *Dental Technician, General, 3 & 2*, NavPers 91681-1; 7 assignments, 21 retirement points.

★ *Dental Technician, General, 1 & C*, NavPers 91682-1; 5 assignments, 15 retirement points.

★ *Dental Technician, Prosthetic, 3 & 2*, NavPers 91686-1B; 4 assignments, 12 retirement points.

★ *Dental Technician, Prosthetic, 1 & C*, NavPers 91687-1B; 5 assignments, 15 retirement points.

★ *Dental Technician, Repair*, NavPers 91689-1B; 5 assignments, 15 retirement points.

★ *Disbursing Clerk 3 & 2*, NavPers 91436-3A; 7 assignments, 14 retirement points.

★ *Disbursing Clerk 1 & C*, NavPers 91438-3; 3 assignments, 9 retirement points.

★ *Draftsman 3*, NavPers 91487-E; 7 assignments, 21 retirement points.

★ *Draftsman 2*, NavPers 91488-D; 6 assignments, 18 retirement points.

★ *Draftsman 1 & C*, NavPers 91489-A; 5 assignments, 15 retirement points.

★ *Electrician's Mate 3 & 2*, NavPers 91524-1B; 6 assignments, 18 retirement points.

★ *Electrician's Mate 1 & C*, NavPers 91526-1; 4 assignments, 12 retirement points.

★ *Electronics Technician 3*, NavPers 91373-2B; 9 assignments, 27 retirement points.

★ *Electronics Technician 2, Vol. 1*, NavPers 91374-2A; 9 assignments, 27 retirement points.

★ *Electronics Technician 2, Vol. 2*, NavPers 91375-1; 9 assignments, 27 retirement points. *Confidential.*

★ *Electronics Technician 1 & C*, NavPers 91376-B; 8 assignments, 24 retirement points. *Confidential.*

★ *Engineering Aide 3 & 2*, NavPers 91564-2; 14 assignments, 28 retirement points.

★ *Engineering Aide 1 & C*, NavPers 91566-2; 4 assignments, 8 retirement points.

★ *Engineman 3 & 2*, NavPers 91519-2; 9 assignments, 18 retirement points.

★ *Engineman 1 & C*, NavPers 91521-D; 7 assignments, 21 retirement points.

★ *Enlisted Transfer Manual*, NavPers 91423; 3 assignments, 6 retirement points.

★ *Equipment Operator 3 & 2*, NavPers 91574-2A; 5 assignments, 15 retirement points.

★ *Equipment Operator 1 & C*, NavPers 91576-2; 3 assignments, 9 retirement. points.

★ *Field Munufacture of Industrial Gases*, NavPers 91505; 12 assignments, 48 retirement points.

★ *Fire Control Technician 3*, NavPers 91339-1; 6 assignments, 18 retirement points.

★ *Fire Control Technician 2*, NavPers 91340-1; 6 assignments, 18 retirement points.

★ *Fire Control Technician 1 & C*, NavPers 91346-1; 9 assignments, 27 retirement points.

★ *Firemun*, NavPers 91500-2B; 5 assignments, 10 retirement points.

★ *Gunner's Mate 3*, NavPers 91354-B; 9 assignments, 27 retirement points.

★ *Gunner's Mate 2*, NavPers 91355-1C; 7 assignments, 21 retirement points.

★ *Gunner's Mate "M," 1 & C*, NavPers 91380; 8 assignments, 24 retirement points. *Confidential.*

★ *Gunner's Mate "T," 1 & C*, NavPers 91378; 4 assignments, 12 retirement points. *Confidential, restricted data.*

★ *Gunner's Mate "T," 3 & 2*, NavPers 91377-A; 8 assignments, 24 retirement points. *Confidential, restricted data.*

★ *Gunner's Mate "G," 1 & C*, NavPers 91357-1; 5 assignments, 15 retirement points.

★ *Hospital Corpsman 3 & 2*, NavPers 91669-2; 5 assignments, 15 retirement points.

★ *Hospital Corpsman 1 & C*, NavPers

91671–1; 8 assignments, 15 retirement points.

★ *Hospitalman,* NavPers 91667–1B; 4 assignments, 8 retirement points.

★ *I.C. Electrician 3,* NavPers 91528–D; 5 assignments, 15 retirement points.

★ *I.C. Electrician 2,* NavPers 91529–D; 9 assignments, 27 retirement points.

★ *I.C. Electrician 1 & C,* NavPers 91531–C; 4 assignments, 12 retirement points.

★ *Instrumentman 3 & 2,* NavPers 91383–C; 3 assignments, 9 retirement points.

★ *Instrumentman 1,* NavPers 91384–B; 4 assignments, 16 retirement points.

★ *Instrumentman, Chief,* NavPers 91385–B; 3 assignments; 9 retirement points.

★ *Journalist 3 & 2,* NavPers 91452–1; 5 assignments, 10 retirement points.

★ *Journalist 1 & C,* NavPers 91453; 3 assignments, 6 retirement points.

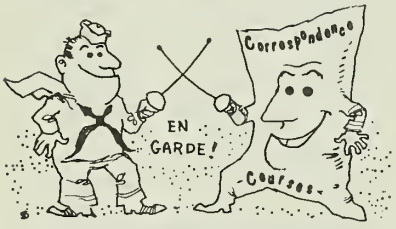
★ *Lithographer 3 & 2,* NavPers 91471–1; 7 assignments, 21 retirement points.

★ *Lithographer 1 & C,* NavPers 91475–1B; 5 assignments, 15 retirement points.

★ *Machine Accountant 3 & 2,* NavPers 91274; 5 assignments, 15 retirement points.

★ *Machine Accountant 1 & C,* NavPers 91275; 4 assignments, 12 retirement points.

★ *Machinery Repairman 3 & 2,* NavPers



91507–2; 8 assignments, 24 retirement points.

★ *Machinery Repairman 1 & C,* NavPers 91509–1A; 4 assignments, 12 retirement points.

★ *Machinist's Mate 3 & 2,* NavPers 91502–2; 8 assignments, 16 retirement points.

★ *Machinist's Mate 1 & C,* NavPers 91504–C; 10 assignments, 30 retirement points.

★ *Mathematics, Vol. 1,* NavPers 91219–1A; 5 assignments, 15 retirement points.

★ *Mathematics, Advanced, Vol. 1,* NavPers 91221–F; 6 assignments, 18 retirement points.

★ *Mathematics, Part 3,* NavPers 10450; 14 assignments, 42 retirement points. This is an officer/enlisted course.

★ *Military Requirements for Petty Officers 3 & 2,* NavPers 91206; 5 assignments, 15 retirement points.

★ *Military Requirements for Petty Officers 1 & C,* NavPers 91207–C; 4 assignments, 12 retirement points.

★ *Mineman 3 & 2,* NavPers 91335–2; 6 assignments, 12 retirement points. *Confidential.*

★ *Mineman 1 & C, Vol. 1,* NavPers 91336–1; 5 assignments, 15 retirement points.

★ *Mineman 1 & C, Vol. 2,* NavPers 91337–1A; 6 assignments, 18 retirement points. *Confidential.*

★ *Missile Technician 3 & 2,* NavPers 91360–1; 6 assignments, 18 retirement points.

★ *Missile Technician 1 & C,* NavPers 91361; 9 assignments, 27 retirement points. *Confidential.*

★ *Molder 3 & 2,* NavPers 91554–1A; 4 assignments, 12 retirement points.

★ *Molder 1 & C,* NavPers 91556–1; 8 assignments, 24 retirement points.

★ *Naval Electronics, Part I,* NavPers 10445; 15 assignments, 30 retirement points. This is an officer/enlisted course.

★ *Naval Electronics, Part II,* NavPers 10446; 10 assignments, 20 retirement points. *Confidential.* This is an officer/enlisted course.

★ *Naval Electronics, Part III,* NavPers 10447; 7 assignments, 14 retirement points. *Confidential.* This is an officer/enlisted course.

★ *Opticalman 3, Vol. 1,* NavPers 91387–D; 4 assignments, 12 retirement points.

★ *Opticalman 3, Vol. 2,* NavPers 91388–C; 5 assignments, 15 retirement points.

★ *Opticalman 2, 1 & C,* NavPers 91389; 7 assignments, 21 retirement points.

★ *Parachute Rigger 3 & 2,* NavPers 91639–1A; 6 assignments, 18 retirement points.

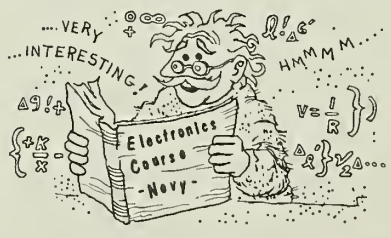
★ *Parachute Rigger 1 & C,* NavPers 91606–1; 6 assignments, 18 retirement points.

★ *Patternmaker 3 & 2,* NavPers 91549–1A; 6 assignments, 18 retirement points.

★ *Patternmaker 1 & C,* NavPers 91551–A; 6 assignments, 18 retirement points.

★ *Personnelman 3 & 2,* NavPers 91420–1B; 5 assignments, 15 retirement points.

★ *Personnelman 1 & C,* NavPers 91422–



1C; 5 assignments, 10 retirement points.

★ *Photographer's Mate 3,* NavPers 91492–B; 10 assignments, 20 retirement points.

★ *Photographer's Mate 2,* NavPers 91493–A; 10 assignments, 30 retirement points.

★ *Photographer's Mate 1 & C,* NavPers 91649; 7 assignments, 21 retirement points.

★ *Photographic Intelligenceman 3 & 2,* NavPers 91592; 9 assignments, 27 retirement points. *Confidential.*

★ *Postal Clerk 3 & 2,* NavPers 91401–3; 5 assignments, 10 retirement points.

★ *Postal Clerk 1 & C,* NavPers 91460–1; 4 assignments, 8 retirement points.

★ *Quartermaster 3 & 2,* NavPers 91286–2A; 6 assignments, 18 retirement points.

★ *Quartermaster 1 & C,* NavPers 91253–A; 6 assignments, 18 retirement points.

★ *Radarman 3 & 2,* NavPers 91269–1; 11 assignments, 33 retirement points. *Confidential, modified handling.*

★ *Radarman 1 & C,* NavPers 91268–B; 6 assignments, 18 retirement points. *Confidential, modified handling.*

★ *Radioman 3 & 2,* NavPers 91403–1C; 6 assignments, 18 retirement points.

★ *Radioman 1 & C,* NavPers 91405–3; 6 assignments, 18 retirement points.

★ *Seaman,* NavPers 91240–1B; 6 assignments, 12 retirement points.

★ *Shipfitter 3 & 2,* NavPers 91535–1; 8 assignments, 24 retirement points.

★ *Shipfitter 1 & C,* NavPers 91542; 6 assignments, 18 retirement points.

★ *Ship's Serviceman 3 & 2,* NavPers

91447–1B; 2 assignments, 4 retirement points.

★ *Ship's Serviceman 1 & C,* NavPers 91450–B; 4 assignments, 8 retirement points.

★ *Ship's Serviceman Barber Handbook,* NavPers 91465–1A; 2 assignments, 6 retirement points.

★ *Ship's Serviceman Cobbler Handbook,* NavPers 91464–B; 2 assignments, 6 retirement points.

★ *Ship's Serviceman Laundry Handbook,* NavPers 91466–C; 3 assignments, 6 retirement points.

★ *Ship's Serviceman Tailor Handbook,* NavPers 91463–1B; 2 assignments, 6 retirement points.

★ *Signalman 3 & 2,* NavPers 91291–D; 5 assignments, 15 retirement points.

★ *Signalman 1 & C,* NavPers 91292–A; 3 assignments, 6 retirement points.

★ *Introduction to Sonar,* NavPers 91258–A; 4 assignments, 12 retirement points.

★ *Sonarman "G," 3 & 2,* NavPers 91261–1; 7 assignments, 21 retirement points. *Confidential.*

★ *Sonarman "A," 3 & 2,* NavPers 91263;

4 assignments, 12 retirement points. *Confidential.*

★ *Sonarman "S," 3 & 2*, NavPers 91259–3; 5 assignments, 15 retirement points. *Confidential.*

★ *Sonarman 1 & C*, NavPers 91265; 4 assignments, 12 retirement points. *Confidential.*

★ *Standard First Aid Training Course*, NavPers 91217–F; 6 assignments, 12 retirement points.

★ *Steelworker 3 & 2*, NavPers 91589–1B; 5 assignments, 15 retirement points.

★ *Steelworker 1 & C*, NavPers 91591–1B; 4 assignments; 12 retirement points.

★ *Steward 3 & 2*, NavPers 91693–2C; 5 assignments, 10 retirement points.

★ *Steward 1 & C*, NavPers 91696–C; 3 assignments, 6 retirement points.

★ *Stewardsman*, NavPers 91691–1E; 3 assignments, 6 retirement points.

★ *Storekeeper 3 & 2*, NavPers 91431–3B; 6 assignments, 18 retirement points.

★ *Storekeeper 1 & C*, NavPers 91433–2A; 4 assignments, 12 retirement points.

★ *Torpedoman's Mate 3 & 2*, NavPers 91297–B; 9 assignments, 18 retirement points.

★ *Torpedoman's Mate 1 & C*, NavPers 91299–1; 4 assignments, 12 retirement points. *Confidential.*

★ *Tradevman 3 & 2*, NavPers 91698–1; 10 assignments, 30 retirement points.

★ *Tradevman 1 & C*, NavPers 91699–A; 8 assignments, 24 retirement points.

★ *U.S. Navy Shore Patrol*, NavPers 91468–1F; 3 assignments, 6 retirement points.

★ *Utilities Man 3 & 2*, NavPers 91594–2; 8 assignments, 24 retirement points.

★ *Utilities Man 1 & C*, NavPers 91596–1A; 4 assignments, 12 retirement points.

★ *Yeoman 3 & 2*, NavPers 91414–3B; 3 assignments, 6 retirement points.

★ *Yeoman 1 & C*, NavPers 91416–3A; 5 assignments, 15 retirement points.

Personnel-wise, These Developments May Be in Your Future

NEW SCIENTIFIC developments, just over the horizon, will change more than the appearance of Navy ships and weapons. Inevitably, they will also alter the Navy way of life.

It's far too soon to tell precisely what's in store, but neither is the crystal ball completely opaque. The Bureau of Naval Personnel, already faced with a rapidly growing demand for highly trained technicians and reliable, effective managers has taken a number of steps to keep the situation under control. These BuPers actions seem to indicate the direction to be pursued in the future.

For example, there's the:

• Settle Report (ALL HANDS April 1964). The Settle Board recommended the rejuvenation of the Warrant Officer grades and paved the way for the compression of super chief ratings in some fields. The new program will allow the Navy to capitalize on both the experience and specialized skills of senior enlisted men.

• The Navy uniform test (ALL HANDS, November 1963). Tests of the CPO/officer type uniform should determine, sometime this year, whether or not Navymen want a new uniform and, if so, the practicability of change.

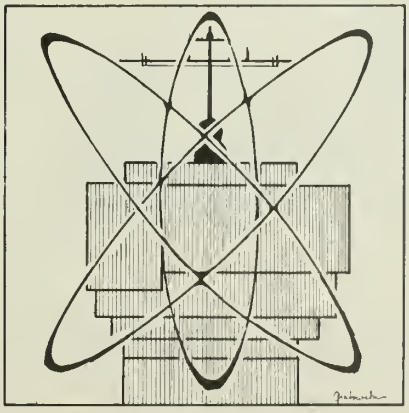
• Seavey Shorvey revisions (ALL HANDS, June 1964). New three-times-yearly seavey information will give Navymen a better idea of their rotation date. In addition, BuPers has reviewed the allowances for G billets, such as recruit instructors, special services, and Masters-at-Arms. Many of these billets, especially those written for E-4, have been upgraded. Consequently, career men in ratings in which the rotation to shore is slow will receive more shore duty.

• NEC revisions (ALL HANDS, December 1964). Rating-associated Navy Enlisted Classifications will allow order-writing activities to consider a man's specialized qualifications as well as rate and rating. End result is a better chance to place the right man in the right job, eliminating wasted training and square pegs in round holes.

• Recent moderate pay raises, particularly those concerning separation pay (ALL HANDS, September 1964). New regulations help most Navy families to foot extra bills incurred when the man of the house is away.

• In addition, a Pay Task Force has been formed in the Bureau of Naval Personnel to determine and promote a meaningful pay adjustment and to provide the Navy with sound, reasonable support for pay increase proposals. (These task forces will welcome your ideas and suggestions for improving enlisted retention and military pay.)

• Formation of the Bureau of Naval Personnel Task Force for Enlisted Retention. The group, composed of senior officers, will look into reasons why some men reenlist while others don't and recommend new ideas and programs to improve the Navy's retention efforts. They will recommend changes which should benefit the career sailor. A full report will be printed in a future ALL HANDS issue.



• The Bureau has reenforced its Career Counseling effort, recognizing the importance of getting the word around to all hands on the many career inducements developed for the Navy bluejacket. In addition, officers and chief petty officers have been added to a large number of major fleet and force staffs to ensure that top commanders are kept abreast of progress in developing the proper balance in career personnel that is needed, and to assist the ships in carrying out an efficient and effective career information effort.

The changes and new programs illustrate two trends which may logically be expected to continue. Number one: As Navy billets become more specialized and demanding, BuPers must pay greater attention to the complete utilization of each man. Duty, training and career patterns will receive extra attention . . . . in other words, the Navy can't afford to waste *your* skills.

Number two: As training becomes more expensive and time-consuming, the skilled Navyman takes on extra value. Consequently, the Navy is prepared to go a long way to make the outfit a better place to "spend 20—or more."

Watch future issues for other developments as they are available.

THE BULLETIN BOARD

New Quals Manual Outlines Progression to Top CPO Grades

SEVERAL CHANGES in the Navy's rating and rank structure have been made over the past months. The effects are gradually being felt in the Fleet.

These changes are of concern to every career-minded enlisted man. Generally, they should help you to achieve a higher career goal.

The only selfish motive on the Navy's side is that it hopes to utilize your potential more effectively, by requiring that you become more highly qualified as you ascend the promotion ladder. Most, if not all, of these changes can be traced to recommendations made by the Settle Board, which was headed by Vice Admiral Thomas Settle, USN (Ret).

When the Settle Board was convened by the Chief of Naval Personnel in late 1963, it was charged to review and make recommendations concerning various Navy enlisted-to-officer programs, and the E-8/E-9 program.

After its months-long study, the board made several major concrete recommendations:

- That the warrant officer program be revitalized in revised form;
- That LDO inputs be reduced in step with renewed warrant officer inputs, and that the sole source of LDO inputs be the commissioned warrant ranks W-2 and W-3;
- That qualification requirements for E-8 and E-9 be formulated, and that all detailing of E-8s and E-9s be shifted from EPDOs to BuPers;
- That certain related specialities be compressed at the E-8/E-9 level; and
- That LDO, WO and E-8/E-9 billets be identified throughout the Navy.

Every major recommendation made by the Settle Board has since been adopted by the Navy. With these building blocks in place, the Bureau of Naval Personnel is pointing the mortar. The most recent result: A new manual of qualifications for advancement to E-8 and E-9—the first in existence.

The contents of this publication —NavPers 18068A-1—are singularly indicative of the extent of changes that have been made in the enlisted rating structure. For the first time, clear lines of demarcation between chief and senior chief, and between senior and master chief, have been established. No longer are the two top enlisted rates mere pay steps, as the Board described them.

Equally important, the new E-8/E-9 Quals Manual reflects the revised enlisted rating structure that was approved by SecNav on 26 Jun 1964. This, in BuPers lingo, is the "compression" program.

Through compression, various related specialties at the senior and master chief levels have been redesigned to reflect progressively higher levels of responsibility and broader scopes of authority.

For example, the system previously allowed for men in the AX, AT, AQ and AE ratings to progress to E-9 in their respective ratings. Under the new structure, men in these four ratings will continue to E-8 in their respective specialties, and from there they will all compete for advancement to *avionics technician*—a new rating—at the E-9 level.

This is one case, out of six, where two or more ratings are compressed into a new rating at the E-9 level. The other five new E-9 ratings, and the E-8 ratings that feed into them, are listed below:

All-Navy Cartaan Contest
Fredric W. Danaur, Jr., PC3, USN

"Naw that's what I call a 'Navy well done!'"

Aircraft maintenanceman—ADCS, AMCS, PRCS and AZCS.
Precisian instrumentman—OMCS and IMCS
Canstructianman—BUCS, SWCS and EACS
Equipmentman—EOCS and CMCS
Steam Prapulsianman—MMCS and BTCS

Still other ratings are being compressed at the two top levels, but in all other cases they will maintain the name of an existing rating. In some cases the compression takes place at the E-8 level. An example of this is the case of signalman and quartermaster, where SMC and QMC will both feed into QMCS, then progress to QMCM.

In the case of interior communications electrician and electrician's mate, the compression takes place at the E-9 level. Thus, ICCS and EMCS will feed into EMCM.

Other compressed ratings that will be affected in either of these two ways, and the ratings that will feed into them, are:

FTCS—FTC and MTC
DCCS—DCC and SFC
MLCS—MLC and PMC
TMCS—TMC and MNC
UTCM—CECS and UTCS
SKCS—SKC and AKC
SKCM—SKCS (including merged AKCS) and SHCS

There are 29 ratings that will not be affected by compression. They are:

AC, AG, AO, BM, BR, CS, CT, DK, DM, DS, DT, EN, ET, HM, JO, LI, MA, MR, MU, PC, PH, PN, PT, RD, RM, SD, ST, TD and YN.

All of these ratings will maintain their present structure through grade E-9.

The two remaining general ratings—gunner's mate and aviation boatswain's mate—are slightly different cases because they have service ratings at the E-7 level.

(Only four ratings fall into this category. The other two are AD and AM, which are split up through the E-7 level to ADJ and ADR, and AME, AMH and AMS, respectively. In both of these cases, the service ratings are compressed into general ratings (AD and AM) at the E-8 level, and further compressed, as stated above, into aircraft maintenanceman at the E-9 level.)

THIS VOLUME

LACKS

PAGES 47-48

THE BULLETIN BOARD

New Card Manual Outlines Procedures to Top QRC Grades

code and use it in your correspondence. Also, tell your friends and relatives your new address, so their mail can reach you faster.

Facts of Life (Navy Type) Found in Officer Fact Book

The *Officer Fact Book* can be an important tool in assessing your future as a U. S. naval officer, whether your present status is commissioned or enlisted.

The book (NavPers 15898) is available in most personnel offices. It presents a factual inventory of the Navy as a profession and a way of life, discussing both the positive aspects of naval commissioned service and the pitfalls—with advice on how to avoid the latter.

Here is a rundown on what you can find in the book, and where:

- Chapter one discusses the book and its uses and serves as a general index to the following chapters.
- Chapter two contains data on the Navy's role and future, stressing the importance of the individual officer.
- Chapter three gives data on the relationship between the Navy and the Navy family, including a discussion of what the Navy is doing toward the improvement of home life.
- Chapter four reviews the current officer distribution situation for all code designations. It contains information on the opportunities for Reserve officers to transfer to the Regular Navy, extend on active duty or be voluntarily recalled to active service. Data concerning career stability for Reserve officers is also provided.
- Chapter five explains the various paths to a Regular Navy commission, both from the enlisted ranks and the Reserve officer inputs. The chapter also includes information on readjustment pay for Reserve officers.
- Chapter six concerns the Navy's promotion system for both Regular and Reserve officers. The laws and regulations governing promotions are listed, as well as an explanation of the three elements most affecting advancements: distribution, flow rate and attrition.
- Chapter seven deals with the educational opportunities available to officers. Illustrations explain the functional and basic technical courses and the postgraduate training available to each officer. Other figures indicate the normal educational patterns for Regular officers.
- Chapter eight gives a comprehensive analysis of the various factors affecting officer assignments and sets forth the assignment patterns for Regular officers. Also in chapter eight is an explanation of how an officer may transfer from one officer code designator to another.
- Chapter nine lists pay and allowances.
- Chapter ten covers the rights and benefits of the Regular and Reserve naval officer. A few of the topics discussed are: retirement provisions with reference tables; major provisions of the Medical Care Act and Survivor Benefits Act with amplifying tables; transportation allowances; tax-free allowances; assistance programs; commissaries; exchanges; dependent schooling.

The book is updated annually. Latest changes, which should already have reached most fleet commands, include the latest information on pay.

All-Navy Cartoon Contest
Thomas Robert Gunlock, LTJG, USN

"You didn't knock."

Ocean Station

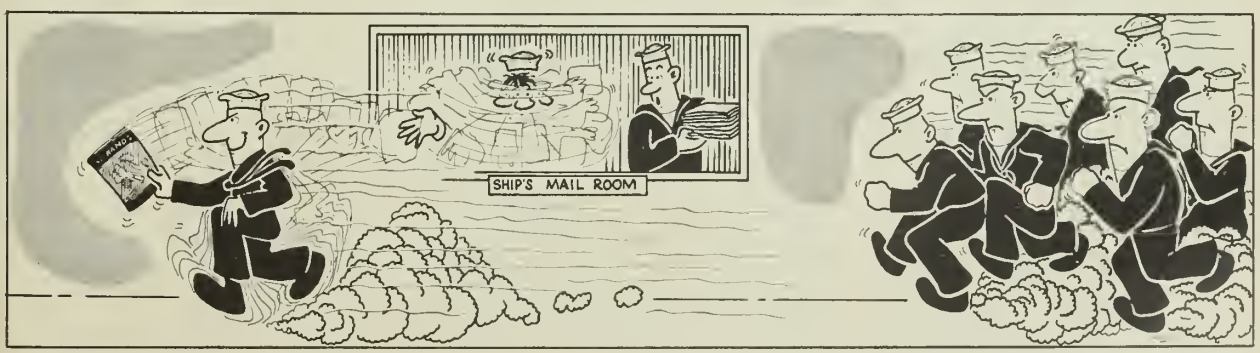
The Operation Deep Freeze ocean station is just a spot on the map—60 degrees south, 159 degrees east. Here a ship sits for 20 days at a stretch, supplying navigational and weather information to aircraft flying between Christchurch, New Zealand, and the Antarctic.

The duty is not glamorous—often it is tedious and uncomfortable. While on station, the ships encounter some of the worst weather in the world. Winds of 85 knots are not uncommon, and seldom does the temperature rise above freezing. But this dreary situation emphasizes the need for a weather and navigational aid along the 2200-mile Antarctic lifeline. Without this ocean station, the planes would be without any surface reference point.

During this year's Operation Deep Freeze, two ships will alternate three-week tours on ocean station: the New Zealand frigate HMNZS *Pukaki* and the U. S. radar picket ship USS *Mills* (DER 383).

While not on patrol, the ships will visit the New Zealand ports of Dunedin, Lyttleton and Wellington. There they will take on supplies for their next patrol, and the crew will have a chance to relax.

The Navy crews who serve on ocean station duty rate lots of credit for their performance of a tough, rugged and important job.



ON THE RUN—Being fastest and first can be all right if you pass ALL HANDS on to nine shipmates waiting for it.

An Answer to Your Queries on Joining SEAL and UDT Teams

THE FIRST STEP in becoming a SEAL or a UDT man is the easy one: Volunteer. If you are highly motivated and can meet the requirements, your acceptance will be almost automatic.

You may apply for UDT training through your fleet commander or, if you are an officer, the Bureau of Naval Personnel. Specific requirements vary, depending upon where your request will go, but the basic prerequisites are the same regardless: Your commanding officer must feel you are motivated, and you must prove you have the strength and stamina to cut the mustard.

Here is a breakdown of requirements by fleet and, for officers, BuPers.

Atlantic Fleet—As an enlisted applicant you must:

- Be between the ages of 18 and 31, in any rate or rating.
- Have no history as a chronic mast offender.
- Have no history of claustrophobia or motion sickness.
- Have no excessive fear of water or explosives.
- Have demonstrated maturity and emotional stability by past personal performance.
- Have the apparent ability to maintain composure under adverse circumstances.
- Pass a swimming and running test. In the presence of a commissioned officer you must run one and one-half miles in 15 minutes or less, and swim 300 yards—using backstroke, breaststroke and sidestroke—in nine minutes or less, with no rest periods.
- Have a GCT of 45 or higher.
- Have at least 30 months' obligated service when you report for training.
- State in your application that you understand the nature of UDT duty and that your immediate family has agreed to make no objection to your assignment to such a billet.

(For more information concerning the Atlantic Fleet requirements for enlisted men, see EPDOLANT Inst. 1510.2B.)

Pacific Fleet—If you are an enlisted applicant you must:

- Be at least 19 years old and of mature disposition.
- Be screened to determine loyalty and integrity for access to classified papers and information.
- Have no record as a chronic mast offender.
- Have no history of claustrophobia or motion sickness.
- Have no excessive fear of water or explosives.
- Have a GCT of 45 or higher.
- Have a minimum of 28 months' obligated service upon reporting to UDT school.
- Successfully complete a swimming test. Current instructions require you to swim 100 yards using the backstroke, 100 yards using the breaststroke, and 100 yards using the sidestroke. You may have rest periods between the three examinations, but you must swim all three on the same day and in a total time (disregarding rest periods) of 11 minutes or less.
- Submit a written statement from your next of kin to the effect that they understand the nature of UDT duty and will not subsequently request your separation from the program due to its inherent dangers.

For more information concerning the Pacific Fleet requirements for enlisted men, see CINCPACFLT Inst. 1510.4A.)

BuPers—As an officer applying for the UDT program you must:

- Be in code 110X or 6XXX
- Be less than 31 years of age.
- LDOs must have significant diving, EOD or UDT experience as officers or enlisted men.

(For more information concerning the BuPers requirements for officer volunteers, see Article C-7305 of the *Bupers Manual.*)

If you meet the above standards, your training officer will assist you to prepare your request. Your CO will endorse your letter and recommend approval or disapproval.

A report of a complete physical examination must also be enclosed in the letter. Those who screen the applications are strict about the medical standards, for the slightest defect can be aggravated by UDT training and duty. Candidates with old injuries, now healed, often fail the UDT course when the rough duty causes a recurrence.

Timing is important. Pacific Fleet training begins in March and August, while Atlantic Fleet classes open in January and July. Candidates are only considered for the upcoming class, so your request should reach its destination at least two months before the school begins.

If accepted, you will be issued orders for 24 weeks of UDT training at the U. S. Naval Amphibious School at Little Creek, Va., or San Diego, Calif.

Thereafter, you're on your own.

All-Navy Cartoon Contest
John R. Thornton, SOG3, USN

"Hold it, Hartwell! Remember, you're on restriction."

MT Rating Will Include Only *Polaris* Specialists

The revised qualifications for advancement in the missile technician rating, which result from changes made to that rating in May 1964, have been published.

In essence, the MT advancement qualifications have been revised by the removal of those factors related exclusively to surface missiles.

This leaves the MT rating with only *Polaris*-trained specialists, as announced earlier.

The revised quals are published as enclosure (1) to BuPers Notice 1440 of 30 Nov 1964, and will be incorporated later this year in Change Two to the *Manual of Qualifications for Advancement in Rating* (NavPers 18068A).

Correspondence Courses

Four correspondence courses have been issued and are available through the Naval Correspondence Course Center, Scotia, N. Y. Of the four, one is a revised course, the others are new issues. The four are:

- Aviation Boatswain's Mate E 1 &C, NavPers 91672.
- Aviation Machinist's Mate J 3&2, NavPers 91582.
- OCC/ECC Naval Electronics, Part II, NavPers 10446 (confidential) supersedes NavPers 10929-2.
- OCC The Operations Officer, NavPers 10414 (confidential).

More Muscle, Less Records In Physical Fitness Program

From now on there will be less pencil flexing and more calisthenics in the Navy's physical fitness program.

In recent changes to the basic instruction outlining the program, BuPers has altered the individual records-keeping procedure, and abolished the requirement for senior commands to submit an annual physical fitness report.

Individual records will now be maintained at the administrative level considered most appropriate by each command (such as by division, office or shop), rather than at a command level. However, these record forms (NavPers 2900) will still be included in the official records when an individual is transferred.

The previous requirement for type and force commanders, district commandants and air training commanders to report annually on the state of physical conditioning within their commands has been dropped. Now BuPers will rely on a periodic sampling to prepare its report for DOD.

In one other major change, the Bureau has placed a new requirement on all commands which conduct formalized training ashore (such as recruit training and schools commands), to conduct three one-hour physical training sessions each week.

Each of these sessions is to begin with 15 minutes of calisthenics, with the remaining time devoted to other organized activity, such as competi-

All-Navy Cartoon Contest
L. R. Silva, PN3, USN

"Radio the ship and cancel that request for reinforcements."

Green Turtles Fly Overseas by Naval Air (Then They'll Travel on Their Own Steam)

LAST SEPTEMBER the Navy began the fourth year of one of its more unusual enterprises—Operation Green Turtle. And as the name implies, it involves turtles—thousands of them.

It is a good will effort, a conservation project and a scientific experiment all rolled in one. The Office of Naval Research is cooperating with scientific and educational organizations on behalf of the green turtles themselves and the people of the countries to which they migrate.

Through this project, the Navy hopes to gather information on the migration habits and navigational abilities of the green turtle. In addition, it is hoped this project will prevent the extinction of the giant sea turtle, and replenish the species in areas where they are no longer abundant.

The first half of the operation began when a seven-man crew left Roosevelt Roads in their HU-16 amphibious aircraft for the special hatching grounds on Costa Rica's Tortugaero River. There thousands of baby turtles were packaged in special wooden boxes to keep them moist.

The first delivery route included Great Inagua Island, Miami, and the islands of Bimini, New Providence, St. Thomas and Puerto Rico.

The second trip (after picking up 6000 more turtles in Costa Rica) took in British Honduras, Mexico, Grand Cayman, Cartagena, Trinidad, Granada, Barbados, Antigua and Puerto Rico.

In the past the Office of Naval Research has tagged certain female turtles in an effort to study their navigational habits. It was discovered that, after they mature, they return to their place of birth every third year to nest.

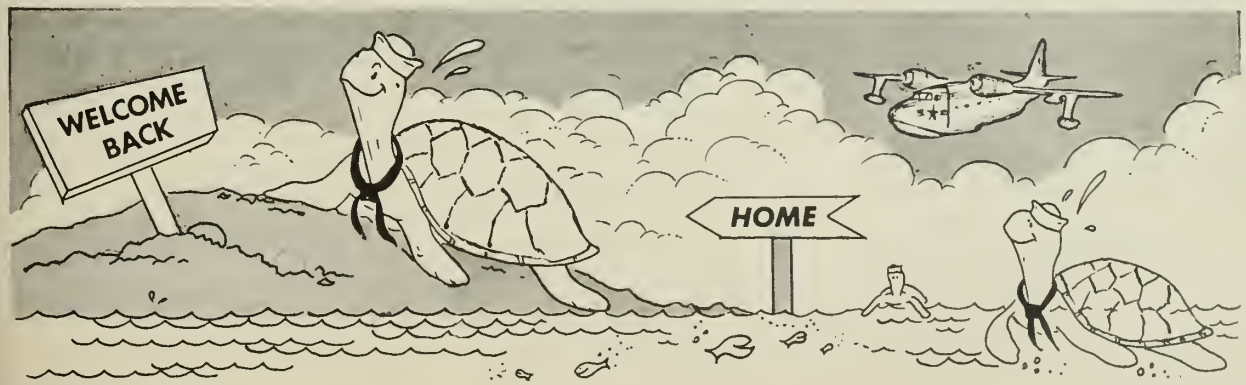
This year, a further step was taken on behalf of the turtles. Messages were placed inside bottles which were set adrift. The notes ask the persons who find them to relate where and when they were found. In this manner an attempt will be made to relate ocean currents to the turtle migration.

When the turtles reach maturity, which takes five years, they'll weigh from 300 to 400 pounds and have a life expectancy of nearly 200 years. However, few will live to reach maturity.

Whether or not the project is successful cannot be determined until next year when the turtles that were released on the beaches four years ago will have matured. When Operation Green Turtle flies again next year, it is hoped that the crew will find these transplanted turtles have returned to nest on the beaches where they were released.

As of now, several large green turtles have been recovered at the previous year's relocation sites. Once they begin multiplying, a considerable step forward will have been taken toward the preservation of the giant sea turtle, and the local population will be provided with an excellent source of protein.

—Ensign Scott Chase, USN



tive sports or hiking. Everyone, including students and instructors, is required to participate in these activities, regardless of age.

These changes are reflected in BuPers Inst 6100.2B.

You Can Find Yourself In A Real Bind If You're Not Careful with USAFI Tests

Here's a thought for all I & E personnel: Do you need an amber blinking light installed in your office as a constant reminder to be cautious about how you handle USAFI test materials?

Perhaps you do if you're not aware of the possible consequences of mishandling test materials.

Responsibility starts at the top. *BuPers Manual,* Art D-2103(12)(b) states: "The commanding officer of each naval activity will appoint the Educational Services officer in writing as test control officer. He will apply for, handle and administer all controlled items (USAFI test materials). Test control officers will be commissioned or warrant officers."

This article further explains how these materials shall be handled, stowed and accounted for, and what procedure is followed when controlled items are placed in danger of compromise.

Here's a general brush-up on current regulations:

Testing materials should be logged in and out in the mail log, and accounted for by serial number.

They should be stowed, at minimum, in metal file cabinets with steel lock-bars and approved three-combination dial type padlocks, to which only authorized personnel should have access.

Tests procured on individual application are to be administered only to the person named on the application form. If the examinee has been transferred or discharged before completion of the test, the test must be returned immediately to the servicing USAFI.

Test materials obtained by installations in the continental U. S. on individual application must be returned to USAFI within 30 days. Tests issued to installations or ships outside the continental limits must be returned within 60 days.

All answer sheets and all tests issued on individual application must be returned immediately to USAFI upon completion (except that all parts of the GED test battery issued on individual application are to be returned at the same time).

All tests must be returned to the issuing USAFI for destruction if they become worn, torn or otherwise unserviceable. In no case may they be destroyed by the command.

Tests should be administered in accordance with instructions forwarded.

The Educational Services officer will sign all completed answer sheets, thereby certifying that the regulations for administration and security have been carried out.

Importance of test security—All controlled items are subject to accreditation, both by the Navy for its own purposes and by civilian educational agencies and institutions. Proper security is necessary not only for purely naval reasons, but also because loss or compromise could jeopardize the reputation of all USAFI tests and affect the accreditation based upon them.

When USAFI test material is lost, destroyed or otherwise placed in danger of compromise, the commanding officer is required immediately to stop all USAFI testing, and impound all USAFI tests on hand designated as controlled items. He must also:

- Immediately report the fact that there has been an apparent loss or compromise to the Chief of Naval Personnel;
- Promptly conduct an investigation to determine the extent to which the testing materials in question, and possibly other USAFI tests on hand, have been compromised;
- Fix responsibility for the malpractice;
- Determine what established test security measures have been violated; and
- Take whatever disciplinary action is called for.

Then he must report the results of the investigation and the corrective action taken to the Chief of Naval Personnel.

It is much easier, and obviously more desirable, if this can all be avoided. And it can, if regulations and instructions are followed.

Everyone involved in educational services is therefore urged to study the pertinent directives and other sources of information on this subject. *BuPers Manual,* Art D-2103 and BuPers Inst 1560.6B contain guidance, and the *Educational Services Manual* is another good source.

All-Navy Cartoon Contest
Robert V. Wehn, Jr., SFM2, USN

"The navigator wants to know if you have finished shooting the stars, Sir."

Going By Car?

- TRAVEL TIME—Should you plan to drive your car to your next duty station or home port, you would do well to re-compute your travel time. But don't compute it on the basis of a 250-mile per day minimum, because this has been changed to a figure more in line with actual travel time on the modern highways of today.

After careful consideration of many factors that occur during this type of travel, the minimum has been increased 50 miles so that now you must average at least 300 miles each day. If there is an excess of 150 miles or more, you will be given an extra day. But if the excess is less than 150, you will have to make it up along the way.

Example: Say you are stationed in San Diego, and you receive orders to Norfolk. The mileage for pay purposes is 2921. Dividing 300 into 2921, you have nine days' travel time with 221 miles excess. Since the excess is greater than 150, you get an extra day, or ten days for the trip without being charged for leave.

Army-Navy Museum Fund Drive Given Lift by Ships, Fleets

The Army-Navy Museum fund is growing, but the $600,000 goal is not in sight yet. (For the story about construction of the Army-Navy Museum in Philadelphia's Carpenters' Court, see ALL HANDS, August 1964, page 29.)

The Army has successfully completed its fund-raising drive for half of the cost, while the Navy drive has now reached the $100,000 mark in contributions and pledges.

Donations have been received from foundations, industries, friends of the Navy and from within the naval establishment—principally from the Fleet. Cruiser-destroyer forces are raising $10,000 for a specific memorial; the Sixth Fleet has raised nearly $6000; and individual ships have contributed, such as USS *Enterprise* (CVAN 65) ($1500), USS *Ranger* (CVA 61) ($100) and USS *Saratoga* (CVA 60) ($500).

Also, contributions for the museum have been received from scattered shore activities and the Fourth Naval District.

Information on contributing to the Army-Navy Museum Fund is contained in OpNav Notice 5750 of 10 Jan 1964. Help is invited from all quarters. Support of the project offers a special opportunity for ships, stations and individuals to perpetuate their names in an appropriate museum.

What Do You Know About Sustained Power At Sea?

Navymen who are asked to speak at civilian gatherings may find a new presentation kit, "Sustained Power at Sea," to be very helpful. The kit, which includes 104 color slides and a speaker's guide, will soon be available in the Fleet.

Designed to replace the presentation "New Frontiers of Sea Power" published in 1960, the new kit will help Navymen illustrate the role of seapower. Slides and speaker's material focus upon the Navy's mission in support of U. S. domestic and economic well-being, as an implement of foreign policy and as a defender of the country. The material will be of interest to military audiences and civilians.

The presentation guide is flexible, and may be adapted to meet almost any speaking engagement. Although 45 minutes long in the original state, the program may be edited down to a running time of 20 minutes with very little trouble. Where desired, extra slides may be added to illustrate the specialized mission of a given command and how it fits into the over-all Navy picture.

About 2400 of the kits have been produced and mailed to the major Navy commands, where they can be obtained by subordinate units. The presentation material was made available throughout the Fleet and Shore Establishment in January, the 10th anniversary of the first sea voyage powered by atomic energy.

Extra kits may be obtained by writing to the Office of the Chief of Naval Operations (Attn: Op-09D), Navy Department, Washington 25, D. C.

List of New Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Kisses For My President (2770): Comedy; Fred MacMurray, Polly Bergen.

Escape From Hell Island (2771): Mark Stevens, Glenda Scott.

Faces In The Dark (2772): John Ireland, Mai Zetterling.

Woman of Straw (2773) (C): Mystery Drama; Gina Lollobrigida, Sean Connery.

My Gal Sal (2774): Rita Hayworth, Victor Mature (Re-issue).

The Mark of Zorro (2775): Tyrone Power, Linda Darnell (Re-issue).

Johnny Apollo (2776): Tyrone Power, Dorothy Lamour.

The Man From The Alamo (2777): Glenn Ford, Julia Adams (Re-issue).

Station Six Sahara (2778); Carroll Baker, Denholm Elliott.

Ready For The People (2779): Simon Oakland, Everett Sloane.

Escape By Night (2780): Melodrama; Terance Longdon, Jennifer Jayne.

McHale's Navy (2781) (C): Comedy; Ernest Borgnine, Tim Conway.

Centennial Summer (2782): Cornel Wilde, Jeanne Crain (Re-issue).

Cry of the City (2783): Victor Mature, Richard Conte (Re-issue).

Buffalo Bill (2784): Joel McCrea, Maureen O'Hara (Re-issue).

The Homestretch (2785): Cornel Wilde, Maureen O'Hara (Re-issue).

Youngblood Hawke (2786): Drama; James Franciscus, Suzanne Pleshette.

The Patsy (2787) (C): Comedy; Jerry Lewis, Ina Balin.

A Jolly Bad Fellow (2788): Comedy Drama; Leo McKern, Janet Munro.

The Three Lives of Thomasina (2789) (C): Drama; Patrick McGoohan, Susan Hampshire.

Somewhere In The Night (2790): John Hodiak, Nancy Guild (Re-issue).

Boomerang (2791): Dana Andrews, Jane Wyatt (Re-issue).

Suez (2792): Tyrone Power, Loretta Young (Re-issue).

Swamp Water (2793): Walter Brennan, Ann Baxter (Re-issue).

Invasion 1700 (2794) (C) (WS): Drama; Jeanne Crain, John Drew Barrymore.

The Masque Of The Red Death (2795) (C) (WS): Melodrama; Vincent Price, Hazel Court.

I'd Rather Be Rich (2796) (C): Sandra Dee, Robert Goulet.

Miracle on 34th Street (2797): Maureen O'Hara, John Payne (Re-issue).

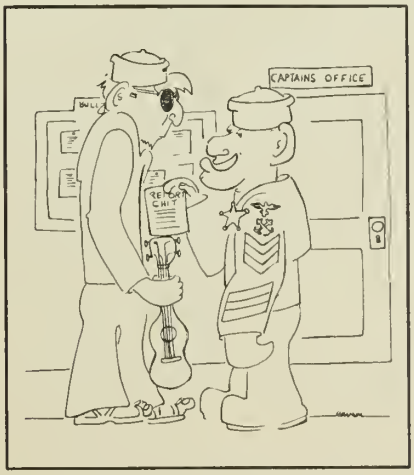
Alexander Graham Bell (2798): Don Ameche, Loretta Young (Re-issue).

A Message To Garcia (2799): Wallace Beery, Barbara Stanwick (Re-issue).

All American (2800); Tony Curtis, Mamie Van Doren (Re-issue).

War Arrow (2801): Jeff Chandler, Maureen O'Hara (Re-issue).

All-Navy Cartoon Contest
James R. Branum, CT1, USN



"Big Daddy will see you now!"

You Don't Have to Be a Gooney Bird to Like Duty on Midway

BACK IN the third decade of this century the only thing that came to most people's minds when Midway was mentioned was an island practically devoid of people, having only an airstrip on which the China Clipper landed to be refueled.

Today, the island is more than a stopping place, and most Navy families consider that they haven't done half bad when they receive orders to go there.

There is good reason for this belief, for the island is surrounded by beautiful white beaches which are washed by crystal clear water protected by the coral reef surrounding Midway. Swimming and skin diving are ideal and almost anyone who goes out to the reef to fish will come back with a seafood dinner ready for the skillet.

Along the beach there are picnic groves of Australian ironwood trees where anyone can find first-rate facilities for a cookout. To add to the pleasure of an evening on the beach, the weather is nearly ideal for picnicking about two-thirds of the year.

In July 1958, a 40 million-dollar construction project was completed to support the Airborne Early Warning Wing DEW Line in the Pacific which protects continental United States from surprise attack.

Today Midway is one of the most important U. S. naval installations in the Pacific. As its name suggests, it is just about in the middle of the North Pacific Ocean and is halfway around the world from Greenwich, England. It is neither a tropical island nor a south sea island and the only people who live there are military, civil service or construction project personnel.

Midway Island's climate is fairly uniform throughout the year. There are two seasons—shirt-sleeve season and sweater season. The average highs during July, August and September are 78 degrees and the January, February and March lows average 66 degrees. The highest temperature on record is 92 degrees. The lowest is 54 degrees.

The entire year is humid on Midway which makes cotton dresses the order of the day for women and tee shirts a favorite with men during shirt-sleeve weather. Because of the humidity, sweaters or light jackets come in handy during the cooler season.

New arrivals on Midway who expected a more or less barren island are usually pleasantly surprised, for the vegetation is a luxuriant profusion of trees, shrubs, flowers and grass.

It will probably come as a surprise to no one that the bird seen most often on Midway is the gooney bird, which has become the symbol of the island.

Several other birds also make their home on Midway such as the boatswain bird whose call resembles the sound of a bosun's pipe and, incidentally, is the only bird known to fly backwards. Another native is the night flying moaning bird which builds its nest underground. Stateside pigeons (bird type) are also numerous.

The duty tour on Midway is 12 months without dependents and 18 months with (or 12 months after dependents arrive, whichever is greater). Extensions are granted upon approval of the commanding officer.

There is only one place to live in Midway and that is in government housing. Before your dependents are permitted to come to Midway, the commanding officer must certify that quarters are available. Except for key billet officers, there is a waiting list and precedence on the list dates from when you report on board.

The normal waiting period for officers is six months. Chiefs can expect a four-month wait and other enlisted men can expect to wait seven months—that is, if they are E-5 or E-6. Those in lower rates are not eligible for family housing.

As soon as you receive your orders to Midway, you should arrange for shots and chest X-ray for the entire family because the Commandant of the Twelfth Naval District will not authorize travel until they are obtained.

You and your dependents don't need a passport to go to Midway but all your dependents over 10 years of age must have an identification card (DD Form 1173).

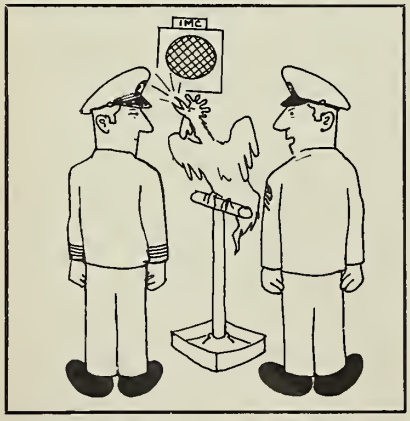
When you and your family report to the Commandant of the Twelfth Naval District at San Francisco for travel (if it's concurrent travel, of course), you will be assigned space to Honolulu either on a MATS flight from Travis Air Force Base, Calif. or by surface craft.

If you fly, you will have to wait from one to 10 days for a seat with four days being the average.

When you arrive at Midway, you will be met by the Air Terminal Duty Officer and the Chief Master at Arms who will provide whatever information you need concerning temporary or permanent quarters, transportation, where to check in and whatever other information you want.

You'll find your quarters completely furnished with tropical type furniture and mattresses so you need ship only a minimum of household goods. Be sure to store the rest of your goods in the United States because there are no facilities for unwanted furniture on the island and most wood, ferrous metals, leather goods and what have you are easy prey for mildew. Don't panic at the mention of mildew; it is a probability but it's

All-Navy Cartoon Contest
Reese E. Every, YN1, USN



"Most of the crew are from the farm, Sir. We get better results using Henry for reveille."

All-Navy Cartoon Contest
Reese E. Every, YN1, USN

"How's liberty here, Mac?"

not as bad on Midway as a lot of places you may have been (Hawaii, for instance).

There are a few things you should bring with you to Midway. These are furniture for small children, pillows and throw rugs. You will probably find your new home more homelike if you bring some of the pictures you are used to, a few pieces of your favorite bric-a-brac and a familiar lamp or two.

You will also need linens, kitchen utensils, china, glass and tableware, electrical appliances, two blankets per bed and enough toys for the kids until you can get to the Navy Exchange.

Whatever cookware your wife brings is her business but she will find that aluminum or stainless steel utensils are more practical on humid Midway than other metals.

The linens you bring should be sturdy, making it necessary to use discretion in bringing valuable tablecloths. Your wife will find that her grandmother's Irish linen will be the worse for wear after a few washings in Midway's water.

Your wife will find it is nice to have a washing machine at home although she can get along without it (more on this subject later). She will, of course, need an iron. If it makes any difference in your plans, you might bear in mind that Midway's water is not particularly easy on automatic washers and that repair facilities are not available.

Community laundry facilities are in all housing areas (one wringer washer for four families) and there are washers and dryers in all senior officers' quarters.

About one-fifth of the enlisted quarters also have washers and dryers. Unfortunately, however, you won't know until you get there whether or not you have lucked out.

Bring your own record player, radios and TV sets because they aren't a part of the furniture in government housing.

Some of the above items can be brought with you as express baggage —at least whatever you will need immediately after your arrival. Ask your supply officer about the weight you can send as express baggage.

You needn't worry about weighing your express baggage with some items because a hospitality kit will be provided when you arrive and will contain the essentials as far as pots, pans, dishes and bedding are concerned for use until your household goods arrive.

The only kind of clothes you will need are the washable variety. Pack plenty of bathing suits, shorts, halters, rompers, dungarees, lightweight suits and sweaters, if you have them. If you don't, you can buy them at the Navy Exchange.

Pedal pushers and bermuda shorts are also handy items to have since bicycle riding is the principal means of transportation. Raincoats are a necessity but can be bought in the Exchange if you don't bring one along.

The Navy exchange stocks children's "go aheads" and one line of basic shoes for men, women and children but the styles are limited. Clothing demands aren't heavy, however. The boys wear slacks, denims and sports or aloha shirts while the women and girls prefer simple skirts and blouses.

Men, while they are off duty, usually wear aloha shirts and casual slacks—all washable. Uniform items for officers and chiefs should include at least one set of blues (bravo), whites and service dress khakis for inspection purposes. Also bring along a service raincoat. Aviation greens are not worn. Tropical and tropical long uniforms are authorized for summer wear.

Enlisted men below E-7 will need whites, blues and dungarees. Tropical white long uniforms are authorized for summer wear.

As far as services are concerned on Midway, you will hardly know you left home. There is a slight difference but the pace of life on Midway is different too. Midway is serviced for air transportation and mail by MATS which operates one turnaround flight a week from Honolulu.

Complete laundry service is provided for military personnel. Drycleaning facilities are available to everyone on a four- to five-day schedule. There are times, however, when the personnel at the dry-cleaning plant aren't as experienced as might be desired.

There is an abundance of food in the commissary which stocks three or four brands of packaged and canned foods. A variety of fresh fruits and vegetables are available from Hawaii.

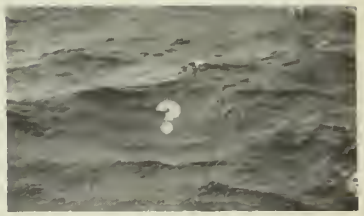
The Navy Exchange carries the standard line of merchandise found

QUIZ AWEIGH

In recent yeors nationol interest in oceanography hos been on the upswing, and the U. S. Government presently spends millions of dollors eoch year to further the science. Becouse o mojor shore of the work in this field is done by or in connection with the Novy, it's o subject of interest to most Novymen. How much do you know?

1. The deepest known spot in the world is opproximately 200 miles south of Guom, in the Pocific Marianas Trench, where soundings have recorded o depth of 36,019 feet. The deepest depression in the Atlontic is the:

(o) Hudson Submorine Conyon.
(b) Puerto Rico Trench.
(c) Romonce Trench.



2. In the seo, pressure increoses with depth. A general rule of thumb for finding pressure (pounds per square inch) ot ony given depth is to multiply the number of feet beneoth the surfoce by:

(o) .44
(b) 1.44
(c) .17

3. Sound woves trovel foster through:

(o) Worm water.
(b) Cold woter.

4. Oceon oreas neor the poles are greener thon those neor the equotor The green is caused by _____.

5. Doldrums are sections of the oceon morked by olternote colms, squolls ond light intermittent winds. They are most common:

(o) In the Sorgosso Seo.
(b) Neor the equator in the Pacific.
(c) Neor the equator in both the Pocific ond Atlontic.

6. This question isn't on oceanography, but we'll throw it in os o bonus. *Enterprise, Long Beoch* and *Bainbridge* were the first surfoce ships to circumnovigote the eorth without toking on fuel.

(o) True
(b) Folse

Answers to Quiz Aweigh may be found on poge 57.

in medium-sized mainland exchanges and usually at less than U. S. prices. Imported items, for example, are duty free. There isn't much choice in some items such as women's and children's wear, especially in women's shoes.

Two brands of cosmetics are carried in stock and there usually is a good selection of household appliances. The Ship's Store operates a beauty shop with normal services provided at moderate prices. Midway residents get the Hawaiian newspapers, which are flown in.

Your children's education probably will benefit from your tour. The George Cannon School provides instruction covering the entire curricula for both grade and high school under qualified teachers. The subject matter for each class level is based on the courses of study recommended by the Chief of Naval Personnel.

If you expect to arrive immediately preceding the school year, your children would do well to bone up in the basic subjects, particularly if they are in the lower grades. School officials have found that new arrivals are frequently a little behind in reading, English and arithmetic.

Parents should not withdraw their children from any school without proper transfer and, if your child is entering first grade on Midway, bring along his birth certificate.

You will be glad to find a close tie between the home and school on Midway with school authority well supported by both parents and the command. Because there are fewer distractions than in many localities, students tend to form better study habits and, perhaps, have a greater desire to attend school.

In addition to elementary and high school, Midway also supports a nursery school and kindergarten. Children from two through four are eligible for enrollment in the nursery school and five year-olds may be enrolled in the kindergarten. The station provides a special bus to take children to and from school.

There is a fee of $13.00 per month for one child. Additional children of the same family may be enrolled for $6.50 per month. The nursery school children are given a light snack each morning.

Midway has a station hospital with outpatient services for all dependents. Medical facilities available on the island include an operating room, pharmacy, laboratory, delivery room, nursery, physiotherapy room, X-ray machine, eye refraction equipment and wards.

There are also limited dental facilities. It would be a good idea to have your and your dependents' teeth thoroughly checked before leaving for Midway and have any necessary work done before your departure.

There are two chaplains present—Protestant and Catholic—and a beautiful chapel. Bible classes are conducted weekly and special Christian Science and Latter Day Saints services are also held weekly.

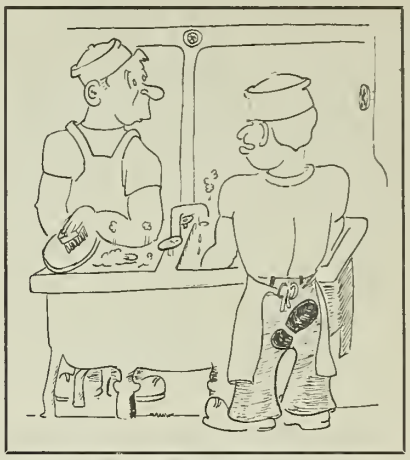
There is a branch of the Bank of Hawaii which handles commercial, checking and savings accounts.

Midway has no telegraph or cable office but Navy facilities may be used for Class E messages. There is a fine amateur radio station available on the island which islanders find useful for contacting friends and relatives in the States and individual amateurs can operate their own stations under local regulations.

There is a station post office on the island which issues money orders and has parcel post facilities.

Midway is one station where you don't have to sweat a car. There is no private automotive transportation on the island. Everybody travels on his bicycle or by bus. You can buy a bike on the island but bring one if you have it—especially for the kids who are tricycle or bicycle age.

All-Navy Cartoon Contest
James R. Branum, CT1, USN



"So I told the MAA, 'Give me one good reason why I can't have liberty this weekend.'"

Household Items

Provided By The Station	Bring (If You Have)
Stave	Throw rugs
All furniture for size of house and family	Pictures
Refrigerator	Favorite lamps
Outdoor garbage cans	Kitchen utensils
Lamps	Pillows & bedspreads
Mattresses	Towels, washcloths
Group washing machines	Glassware
Deep freeze	Pots & pans
Bring If Desired	Toys
Drapes	Fans
Clothes dryer	Record player
Curtain rods and hooks	Bicycles
Mattress pads	Vacuum cleaner
Washing machine	Windup clocks
Sewing machine	Bric-a-brac
Television set	Silverware
Lawn furniture	Sheets, pillowcases & blankets
Do Not Bring	Linens
Piano	China
Metal objects that can rust	Electrical appliances
Air conditioners	Children's furniture
Furniture for storage	Waste paper baskets
Automobiles (not allowed)	Radio, records, ironing board
Window fans	Mail order catalogs

Recommended Clothing

FOR MEN AND BOYS: Bathing suits, Bermuda shorts, aloha and sport shirts, winter suit, light topcoat, rubber overshoes, beachwear and gear, light summer suits, casual slacks, sweaters, raincoat, extra pairs of new shoes.

FOR WOMEN AND GIRLS: Bathing suits, halters and play clothes, pedal pushers, light prints, (formal dress occasionally at officers' Club), summer and winter dresses, light topcoat, rubber overshoes, extra new shoes, enough underwear, beachwear and gear, informal dresses, cocktail dresses, sweaters, and blouses, raincoats, umbrella, hats.

QUIZ AWEIGH ANSWERS

1. (b) Puerto Rico Trench (depth: 30,360 feet).

2. (a) .44.

3. (a) Warm water.

4. Plankton.

5. (c) Near the equator in both the Pacific and Atlantic.

6. (b) False. Magellan's flagship, *Vittoria*, did the same thing in 1519-1522.

Quiz Aweigh may be found on page 55.

After you've been in Midway for awhile, you may possibly conclude it is like living in an oversized country club, for it certainly has all the facilities. Here are some of them: A five-lane bowling alley, three baseball diamonds, one well lighted handball court, tennis courts, roller skating rink, gymnasium and a well equipped hobby shop.

Special services has 60 rods and reels which can be checked out plus 19 fiber glass boats with outboard motors available after paying a one-dollar fee.

There is also a converted 63-foot AVR with facilities for fishing plus two boats for water skiing and 15 "sailfish" for sailing.

Free movies are shown daily in the air-conditioned theatre at 1300, 1800 and 2015. There is also an occasional USO show.

Those who like to compete in intramural sports will have plenty of opportunity to do so with teams representing various departments and divisions on the island. These include basketball, softball, volleyball, men's bowling, mixed bowling, and badminton.

There is even a skin diving club. If you don't have diving equipment, you can buy it after you arrive.

For the single man or temporary bachelor on Midway, there is an EM club with three bars and a pool room. On weekends and on certain weekdays, there are bingo, live shows and buffet suppers. The club has a snack bar which features steaks, fried chicken, shrimp, hamburgers, beverages and dairy products.

Radio station KMTH, an affiliate of the Armed Forces Radio Service, operates 18 hours a day on Midway and has the latest in recordings and transcriptions of popular mainland shows. There are local news broadcasts as well as world news programs via short wave from Los Angeles.

The local television station (channel 11) operates seven hours daily from five in the afternoon until about midnight. You can watch tapes of popular stateside shows and special Armed Services shows. The Navy Exchange has TV sets for sale in case you want a new one.

Personnel stationed on Midway on 12 months' rotation may be granted 15 days' annual leave. Those who want to take their leave outside the Hawaiian area must show evidence of firm round trip transportation. Leave begins upon departure from Midway and ends when you check in on Midway.

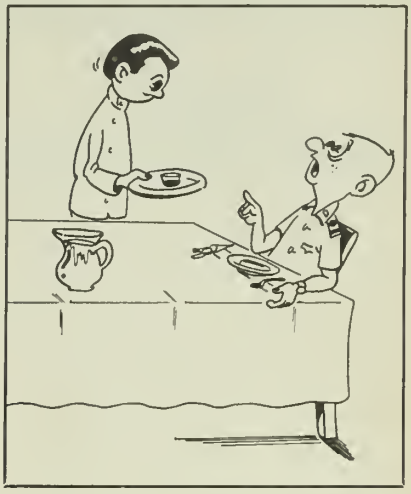
You can take 15 days of leave in Hawaii on the stipulation that you will be in Honolulu and begin making firm reservations for your return at least seven days before your leave expires.

Men on 18 months' rotation may be granted 30 days' annual leave and can travel on a space available basis. Before they leave Midway, however, they must produce evidence that they can pay for their own and dependents' transportation as far as Hawaii if necessary.

A nutshell review of what you should and should not bring to Midway is found on the previous page.

If you wish information on other overseas duty stations, write to: Chief of Naval Personnel (Attn: Pers G221), Washington, D. C. 20370.

All-Navy Cartoon Contest
Alfred B. Castro, SK2, USN



"Burn the toast and serve the coffee cold, please . . . I'm homesick."

WAY BACK WHEN

Midshipmen

The term "midshipmen" today refers to students attending either the U. S. Naval Academy or Naval Reserve Officer Training Corps units in various colleges and universities throughout the country. But this hasn't always been the case. Midshipmen were serving with the Navy long before the Naval Academy came into existence (10 Oct 1845).

Midshipmen served aboard ships of the Continental Navy during the American Revolution and after. But not until 27 Mar 1794 was the rank of midshipman first established. And it wasn't until a few years later that these officers were actually called midshipmen. Their original title was warrant officer.

On 16 Jul 1862, Congress passed a law that placed midshipmen ninth in the active list of line officers of the Navy. It was this same act (12 Stat. 583) that gave Naval Academy students the title of midshipmen. This resulted in a situation in which some midshipmen (officers) were ninth an the active list, while others (Naval Academy students) were omitted from the list.

But this didn't last long. On 15 Jul 1870, Naval Academy students were designated cadet-midshipmen.

Twelve years later the Naval Academy students again had their title changed—they were now naval cadets. Abaut this same time, midshipmen—including Academy students—were made 11th on the list of officers.

The Naval Appropriations Act of 3 Mar 1883 changed the title of midshipman to ensign, and discontinued the grade of midshipman from the statutory listing of officers.

The Act of 1 Jul 1902 again changed the title of Naval Academy students from naval cadet back to midshipman. Since March 1883, there has been no such rank as midshipman in the Navy, except as it refers to Naval Academy and NROTC students.

DECORATIONS & CITATIONS

DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United Stotes in o duty of greot responsibility . . ."

★ SHARP, ULYSSES S. GRANT, JR., Admiral, USN, for service as Deputy Chief of Naval Operations (Plans and Policy) from August 1960 through August 1963. As the principal advisor to the Chief of Naval Operations on matters under consideration by the Joint Chiefs of Staff, and as the principal advisor to the Secretary of the Navy and the Chief of Naval Operations on international politico-military affairs, ADM (then VADM) Sharp served with distinction, participating directly in the formulation of strategic concepts and plans for the defense of the U.S. and the establishment of security policies designed to strengthen and preserve peace throughout the world. His comprehensive grasp and understanding of military power enhanced his contribution in support of national objectives, as typified during the Cuban crisis in October 1962.

LEGION OF MERIT

"For exceptionolly meritorious conduct in the performonce of outstanding service to the Government of the United States . . ."

★ BLACKBURN, PAUL P., JR., Rear Admiral, USN, as the first Chief, Joint Command and Control Requirements Group, Organization of the Joint Chiefs of Staff, from August 1962 through October 1964. RADM Blackburn directly supervised the development and continuous improvement of the National Military Command System. Under his direction, the efforts of the many participating agencies of the Department of Defense were employed in the development of the Master Plan for the National Military Command System, a key document defining the complex but vital interrelationships among the National Military Command System, the service headquarters, defense agencies and other affected executive departments and agencies.

★ MCCORMICK, WILLIAM M., Rear Admiral, USN, as Assistant Director for Acquisition, Defense Intelligence Agency, from 27 Feb 1962 to 29 Jan 1964. RADM McCormick played a leading role in the establishment, direction, development and program formulation and execution of the Directorate for Acquisition, resulting in an activity of high operational effectiveness and viability. His influence in the development of interdepartmental and interagency plans and programs has had a direct and important bearing on the management and direction of intelligence collection efforts and activities at all echelons of the Department of Defense and on the security of the United States. In the area of program review, collection effectiveness has been enhanced and extended, and significant fiscal and personnel economies have been accomplished. At a time of critical development of the Defense Intelligence Agency RADM McCormick has made an important contribution to the effectiveness of national security.

Gold Star in Lieu of Second Award

★ MUSTIN, LLOYD M., Vice Admiral, USN, for service with Joint Task Force Eight from 25 Nov 1961 to 25 May 1964. During this period, VADM (then RADM) Mustin served as Deputy Commander, Joint Task Force Eight; as commander of the naval task group of that force; from 27 Oct 1962 to 25 May 1964 as Commander, Joint Task Force Eight. He directed planning for and execution of the most complex and most successful operations in the history of U. S. nuclear testing. His judgment in implementing test objectives resulted in maximum operational effectiveness without the sacrifice of safety for test participants, and enabled the U. S. to secure an unprecedented volume of scientific data that significantly increased its nuclear weapons preparedness and defense capabilities. VADM Mustin has been instrumental in achieving a readiness-to-test status which will make possible a rapid U. S. reaction to abrogation of the Limited Nuclear Test Ban Treaty. His actions have contributed significantly to the nation's security through the establishment of an atmospheric nuclear test capability which serves as a strong deterrent to the resumption of testing by other nations.

DISTINGUISHED FLYING CROSS

"For heroism or extroordinary ochievement in oeriol flight . . ."

★ ALVAREZ, EVERETT, JR., Lieutenant (jg), USNR, for heroism and extraordinary achievement in aerial flight. By his skill, courage, and devotion to duty, LTJG Alvarez upheld the highest traditions of the United States Naval Service.

★ FLATLEY, JAMES H., III, Lieutenant, USN, for service with the Flight Test Division, Naval Air Test Center, Patuxent River, Md., from 12 Oct to 22 Nov 1963. As pilot of a KC-130F cargo aircraft, LT Flatley successfully carried out the initial carrier landings and take-offs for gross weights ranging from 85,000 to 121,000 pounds aboard USS *Forrestal* (CVA 59).

NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actuol conflict with an enemy . . ."

★ ROWAN, CHARLES L., Lieutenant, USN, for heroic conduct in rescuing a man and wife from their smoke-filled home in Lexington Park, Md., on the night of 16 Jun 1964. Upon hearing cries of, "Fire! Fire!," at a nearby residence, LT Rowan raced to the scene and ascertaining that two people were trapped in an upstairs bedroom, entered the burning home through a rear entrance. Climbing the stairway to the second floor, he felt his way through the heat and smoke and succeeded in locating a fellow officer helpless on the floor. After dragging the man to safety, LT Rowan again ascended the stairway, moved through the smoke, located the man's wife, and moved her to the lower landing where neighbors took her out of the house. By his prompt, courageous and determined actions in the face of grave personal risk, LT Rowan undoubtedly saved the lives of two persons.

BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operotions . . ."

★ CORZETTE, WILLIAM W., chief equipment operator, USN, while serving with Seabee Technical Assistance Team 0904 in the Republic of Vietnam on 19 Jun 1964. When a Viet Cong ambush squad opened fire on his work detail, Corzette, although completely exposed to the enemy fire, immediately directed his men to remain covered while he returned the fire. He routed the attackers and limited casualties among his men to one wounded. The Combat Distinguishing Device is authorized.

BOOKS

THIS READING FARE WILL STAY WITH YOU

REMEMBER SHIRER'S *Rise and Fall of the Third Reich*? It was a masterpiece of its kind. Another analysis, this time of Russia during World War II, has come along which most reviewers place in the same category as *Third Reich*. **Russia at War, 1941-1945,** by Alexander Werth, is just that, and a little more.

Although Werth is, of course, primarily concerned with military events, he also covers diplomatic history from the Soviet-German pact, through the ups and downs of Soviet relations with their Western allies, to the problems of victory. However, the element which gives the book its special interest is Werth's view of the impact of war on the people themselves—the ordinary Russians. He points out that no U. S. citizen can fully appreciate the Russian attitude toward World War II, that no nation can fully appreciate what it costs to lose fully 10 per cent of the entire population during a war unless it has had that experience. This attitude must, he says, form the basis of any understanding of Russia's policies, suspicions and fears. In addition to scrupulous documentation. If your ship or station library has a copy make a point to read it.

The New Meaning of Treason, by Rebecca West, is another significant offering this month. During the late 1940s Dame Rebecca in *The Meaning of Treason* examined the causes and consequences of traitors and treason through the trials of Lord Haw Haw, John Amery, Alan Nunn May, Klaus Fuchs and others. Now, some 15 years later, in addition to the original group, she explores the same subject through such examples as the Rosenbergs, Burgess and MacLean, Stephen Ward and the Profumo case. In this version, she has taken a new look at the treason of our times and has drawn conclusions with which you may not agree but which will make you think—perhaps. She has, for example, a few sharp words to say on the subject of muckraking techniques of some security agencies. If the point is not pushed too far, she might be considered to be the conscience of our times.

The current version of treason is, of course, one of the major developments of our age—automation is another. However, treason is completely negative; the computer holds potentialities for unlimited good or evil. **The Camputer Age** by Gilbert Burck and the editors of **Fortune** is an in-depth report on the social and economic revolution being created by the computer. Burck regards the computer as a technical innovation possibly more significant than the wheel or electric power, capable of extending the human mind to an unforesceable degree. The authors survey its impact on human labor, its limitations, and the battle raging among the companies hoping to capture the lead. They also provide a preview of things to come—computers which can transform rough drawings into finished engineering diagrams, identify handwriting, or understand spoken English. As a result of their potentialities, computers now are capable of doing what corporate vice-presidents would regard as their responsibilities. When the computers take over, the VPs will move on to problems which today are not even questions. Come to think, *The Computer Age* will probably prove to be of more immediate interest to most readers than Russia or treason.

The titles mentioned above would appear, at first glance, to be somewhat disassociated with naval affairs (they aren't really, but let that go). The other two non-fiction selections are, however, of immediate interest to any Navyman who is interested in his environment. **Anvil of the Gods,** by Fred McClement, deals with weather conditions, mostly violent. **The Bountiful Sea,** by Seabrook Hull, deals with just that.

When you become caught in a thunderstorm, you get wet—thoroughly so. *Anvil* tells what happens when an airplane flies into, or even near, a great thunderhead. Usually the plane is wrecked. However, enough have survived to tell what happened and, in a number of true stories, McClement reconstructs accidents that tell about the nature and dangers of weather conditions. He also summarizes what we know about violent storms.

All-Navy Cartoon Contest
William R. Maul, CT1, USN

"And now let's meet our next contestant . . ."

Although *Bountiful Sea* is wide-ranging and thorough, Seabrook Hull concentrates principally on a review of man's present and future mastery of the ocean. In doing so, he takes a long look at the future relief of the world's starving populations by the use of protein flour derived from so-called trash fish and considers it a fine idea. (Have you ever tasted "ocean perch" fillets? Only a few years ago, these fish were considered fit only for fertilizer until some ingenious soul discovered how to fillet and freeze them. Now they can be found in any supermarket). In general, he explores the use of the oceans in terms of science, natural resources, political and legal problems and business and professional opportunities. It may be old hat to most Navymen, but he also devotes considerable space to a comparison of U. S. and Russian sub fleets.

You will notice that, generally speaking, the non-fiction selections this month are somewhat out of the ordinary. So is the fiction. **Andromeda Breakthrough,** by Fred Hoyle and John Elliot, is way out. Andromeda, in this case, is a most nubile female created by formula by means of a computer. The hero, if such is the term, has his doubts about all this but, by means of kidnapping, dangers infinite and ad lib, and unspeakable menaces from distant planets, he becomes convinced.

Such pleasant nonsense makes piracy, shanghaiing, flogging and smuggling seem almost prosaic. To enable your pulses to return to normal, you might try **The Edge af Piracy,** by Donald Barr Chidsey. It has the usual quota of sea fights, sailing, manly heroes and willing as well as beautiful maidens.

Love Lies Bleeding, by Peter Viertel, is somewhat more serious. It's the story of an aging bullfighter who has no need to fight for financial reasons, but does so because he feels that he must. At the same time, he is being pushed (professionally) by the bright, aggressive, up-and-coming youngster. You know how it will all end, but Viertel draws his characters so well that you really care.

SHIP SHAPE—Maine Maritime Academy midshipmen stand formation. *Rt:* Cadet mans signal light on training ship.

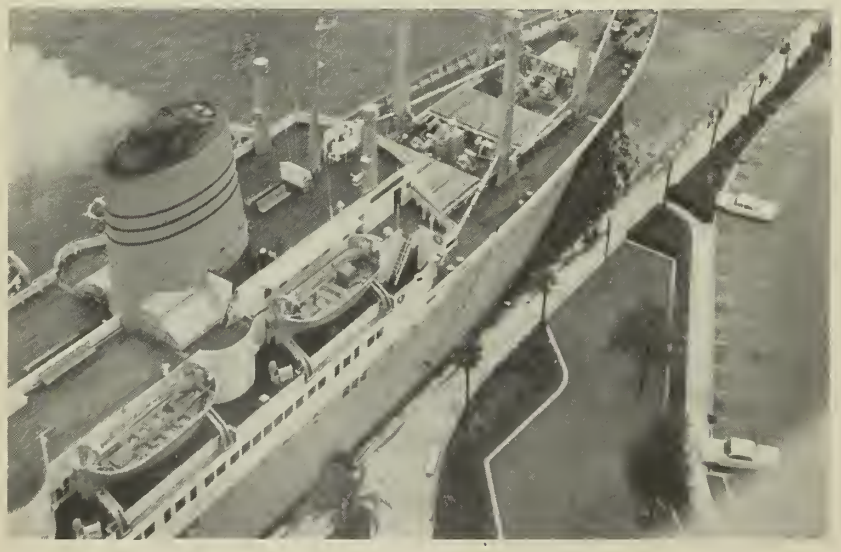
Visit to a Maritime

THE MARITIME strength of a nation is determined not only by its naval forces but by its merchant marine. Carrying thousands of passengers and cargo over the ocean highway (more than 98 per cent of the world's commerce is carried by ships), the merchant marine obviously plays an essential role both in a healthy national economy and a national defense organization.

It is obvious also that this country needs to provide a continuing source of officers to serve in the merchant marine. Most Navymen are acquainted with King's Point, more formally known as the U.S. Merchant Marine Academy on Long Island, N.Y. It is maintained by the Maritime Administration.

Less familiar to most of us are the five maritime academies which are maintained by the states of California, Massachusetts, New York, Texas and Maine. Their job also is to provide a source of officer strength for the merchant marine. In addition to their state support, the Maritime Administration, under the Department of Commerce, provides each state academy with an annual grant of $75,000, the loan of a training vessel, the maintenance and repair of the vessels, and a student allowance of $600 each to provide for uniforms, textbooks and subsistence.

SCHOOL 'HOUSE'—Training ship *State of Maine* arrives in Jacksonville, manned by maritime academy cadets.



ALL HANDS has previously told the story of King's Point. Now let's take a look at one of the state academies. Each of them is manned by well-trained officers possessing a good background and understanding of both maritime and naval procedures. As a collateral benefit to the U.S. Navy, the maritime academies also help to supply officers both in the Naval Reserve and the active duty Navy.

FOR A REPRESENTATIVE sample of life at a maritime academy, we'll take a look at the one which, for the last two decades, has been located in the historic town of Castine, on Eastern Penobscot Bay, along the rock-ribbed coast of Maine. Its full name is Maine Maritime Academy.

Many of the graduates of this institution have close ties with the Navy, having been commissioned in

CADETS PRACTICE piloting on bridge of their ship.

Academy

BOOK LEARNING—Midshipmen chat on steps at Academy. *Below:* Naval Reservists receive rifle instructions.

THAT'S THE SPOT—Navy instructor pinpoints action during lecture in course on WW II naval history.

the United States Naval Reserve. A survey of Maine graduates indicated the following officers are now serving or have recently served in various assignments with naval organizations:

- Several past or current commanding officers of destroyers.
- the CO of the submarine USS *Grayback* (SSG 574).
- The commander of Submarine Division 121.
- Twenty officers flying jets and other naval aircraft.
- A recent recipient of a Bronze Star for outstanding service in Vietnam.
- A member of an underwater demolition team and astronaut recovery team in the Pacific.
- A Navy test pilot.
- The commanding officer of the Navy destroyer that halted the first Russian tanker during the Cuban crisis.
- Graduates serving in the Navy's nuclear power and hydrofoil programs.
- Officers both in Arctic and Antarctic expeditions.

THE ACADEMY was established in 1941 and Maine graduates have been awarded commissions since 1943. Despite the Academy's comparative youth, two of its graduates have been promoted to captain.

OVER THE SIDE—Students learn the ropes of small boat seamanship as they lower lifeboats from *State of Maine*.

WHICH WAY—LCDR A. R. Philbrick, USN, nautical science instructor, passes the word on workings of gyrocompass.

Maine Maritime Academy is administered along Navy lines, with its faculty composed of officers from the Navy and Merchant Marine. Acting Superintendent is Captain Kelvin L. Nutting, USN (Ret.), U. S. Naval Academy class of 1930. CAPT Nutting, also holder of a master's degree in education, came to the Academy in 1960 as a mathematics instructor, later was named executive officer, and became acting superintendent last spring.

A Naval Science department, composed of three officers and three chief petty officers, administers the naval program. Courses taught include naval orientation, naval history, naval weapons, naval engineering, navigation, naval operations, naval leadership, and military law. Current head of the department is a Navy officer, Lieutenant Commander Charles M. Dallas, USN, himself a graduate of Massachusetts Maritime Academy, and holder of a Merchant Marine Chief Engineer's license.

WHEEL GOOD—Maritime Academy student gets firsthand taste of life at sea as he takes wheel while on cruise.

THE FOUR-YEAR program at Maine Maritime, which includes winter training cruises to Europe, South America and the Caribbean, qualifies cadets for bachelor of science degrees and third officer licenses in the Merchant Marine, and enables them to apply for Naval Reserve commissions.

A vigorous physical expansion program is underway at the academy, with enrollment approximately 500 men, a new record.

Recently completed is a handsome $430,000 addition containing a gymnasium, auditorium, cargo-handling classroom and special exercise facilities. Also new is a 100-man dormitory complex, of striking redwood, housing the senior class. A new structure on the waterfront is Andrews Marine Engineering Laboratory, a $166,000 project containing the only nuclear propulsion center in northern New England.

Other buildings under construction are a new dining hall to seat 500; a new administration building; a 30,000-volume library; and additional waterfront training aids.

Moored in Castine Harbor is the 10,000-ton steamship *State of Maine*, used on training cruises each winter, and as a "floating laboratory" during noncruise months. *Maine* is the former luxury liner *Ancon* and served as a command and communication ship during World War II.

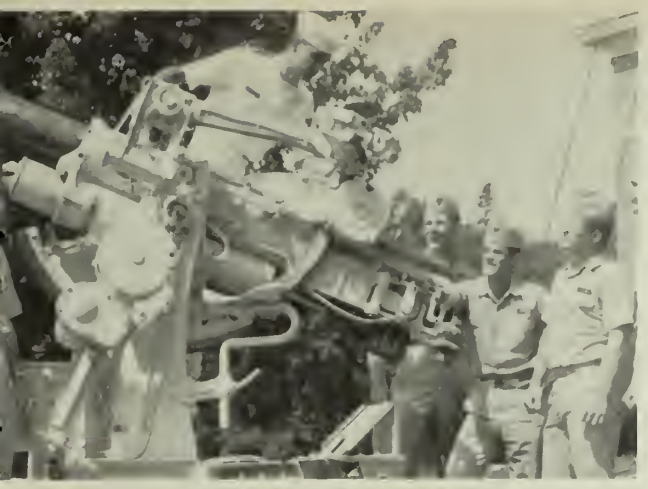
Maine was press ship at the Japanese surrender in Tokyo Bay in 1945.

In 1963 *Maine* cruised 12,000 miles to the Caribbean, Canal Zone and West Coast of the United States. Academy cadets perform every job aboard ship, from bridge to engine room, learning by doing. In 1964 two cruises to the Caribbean were made, with half the student body on board for each voyage. Guests were 40 cadets from the newly established Texas Maritime Academy.

In 1965 it is tentatively planned to cruise the Mediterranean.

Long hours of hard work, watchstanding in all kinds of weather, and study assignments in between characterize life at sea in *State of Maine* during annual cruises.

Maine's cadet-crewmen receive rigorous practical training in nautical science and marine engineering to qualify as licensed Merchant Marine and Naval Reserve officers, but in their off-hours there is still time for



GUN TALK—Naval instructors explain the nomenclature of a 3-inch/50 deck gun on campus of Maritime Academy.

ATOMIC TOO—Cadets check instruments in nuclear power lab while preparing for career in atomic engineering.

a daily sunbath, an evening movie or other recreational activity.

AS THEY LEARN—under guidance of 30 officer-instructors—cadets take on more and more responsibility, until, as seniors, they operate the twin-turbine engineering plant, developing 9000 horsepower, and take over navigation and piloting duties on the bridge.

Port visits are occasions for relaxation, with half the crew granted shore liberty each day. Tours of military and historic points of interest are arranged, dancing parties on board ship or ashore are scheduled, the basketball squad issues challenges to local teams, and cadets set about making new friends in exotic lands.

IN ITS THIRD career, after tours as a luxury liner and man-of-war, the training sloop *State of Maine* continues a lively existence.

She is a survivor of both the European and Pacific naval campaigns of World War II, participating in the invasions of North Africa, Sicily, Salerno and Normandy, and later in the bloody action at Okinawa.

Built in 1938, she had a civilian career of only four years, which ended on 11 Jan 1942, when U. S. Navy crews began preparing her for war duty. Gun mounts appeared on her shuffleboard courts; her swimming pool was drained and filled with storage batteries; and radar and CIC equipment replaced the smart furniture in her public rooms. She survived many close shaves.

Returning to civilian service in 1946, she sailed a regular schedule until 1961, when she was turned over to the U. S. Maritime Administration. Formal transfer to the Marine Maritime Academy took place on 29 Jun 1962.

The training ship is an excellent seagoing school for the cadets, providing a full course of on-the-job instruction to supplement their academic studies The ship is 493 feet long, with a beam of 64 feet, and will cruise at 14 knots. She is a twin screw ship, powered by a pair of turbines of 9100 horsepower, and two boilers which deliver steam at 475 pounds per square inch.

THE ACADEMIC YEAR at Maine Maritime Academy is 11 months in length, with heavy stress on laboratory work and practical projects in marine engineering. But there is still time for a wide open program of extracurricular activity at the school.

Maritime fields varsity teams in football, baseball, basketball, rowing, sailing, golf and cross-country. A 40-piece military band adds color to daily formations and appears, with a crack drill squad, at public events throughout Maine. Students publish a newspaper and yearbook, operate a photo lab and radio station, and conduct a busy social program.

High school graduates, from all states, are eligible for appointments to the nation's Merchant Marine academies. If there's a member of your family who's interested and eligible, he can obtain more information by writing to the Superintendent of the Academy in which he is interested. This is one of the lesser known paths by which he may reach a career in the active Navy or the Naval Reserve.

ON DECK—Maine Maritime cadets muster on ship's boat deck as they enter port while on annual training cruise.

TAFFRAIL TALK

IF YOU THINK the front-of-the-book piece by Jon Franklin about possible new developments in the Navy was way out in left field, you should see the stuff we *didn't* use.

In our exploration through possible source material we encountered, for example, an absolutely serious discussion by a large, presumably hard-headed corporation on the possibilities of an anti-gravity machine.

Says the author at one point: "All these (science-fiction) stories deal with the use of some anti-gravitational force. Other science-fiction stories have included the airplane, the telephone, television, picturephone, spaceships, hovercraft, robots, submarines, electric lights and, many other devices that have all come into general use."

He goes on to quote George Gamow in the *Scientific American*, March 1961, as asking: "Why is such an invention impossible? If one can shield electric and magnetic forces, why not gravity?"

Here's something to work on during your spare time in the hobby shop, and again we quote: "Purely in theory, a machine can be built that will exert a gravitation-like force in any direction, on any ordinary mass, such as a person. If this force were generated in an upward direction, the earth's gravitational field would be counteracted."

One minor problem bothers us—what sort of rating insignia would be adopted for an anti-gravity technician?

★ ★ ★

Meanwhile, back at the hard-headed corporation, they are still struggling with another basic problem—just what *is* gravity?

They know the nature of another of its problems, but the results leave them in a state of shock, it would appear. They've been burning their fingers with cryogenics, the investigation and application of natural phenomena that occur at extremely low temperatures—temperatures approaching absolute zero.

Because extreme cold causes atoms to cut down their mad pace to a slow walk, materials—especially metals—behave most strangely under these circumstances. They lose many of their more familiar properties and adopt new ones. A number of such materials for example, lose their resistance to electric conductivity, and a current introduced into a circuit of this material will circulate indefinitely even after removal of the power source.

Life and death themselves behave differently. It is possible for biologists to slow and stop the operation of life mechanism without destroying it. It is felt by some to be within the realm of possibility that an animal—or human—could be placed in a deep freeze and kept there for years, then defrosted. Alive.

Kick around the possibilities of that one for a while.

★ ★ ★

There are also immediate applications of this far-out thinking. A gadget created for the use of one of our aerospace plants is a micro-balance, accurate to one-millionth of a gram. It is presumably designed to calibrate and service electrical, electronic, linear, mechanical, optical, microwave, force and mass, hydraulic, and temperature reliability control instruments.

So what was one of the first things the operators did with it? Used it to measure the weight of a girl's kiss. (It was, says the press-agent-in-charge-of-such-things, .00325 of a gram).

The All Hands Staff

The United States Navy
Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• AT RIGHT: GOING BELOW—The guided missile heavy cruiser USS Canberra (CAG 2) nears the San Francisca-Oakland Bay bridge while making part with other First Fleet ships far a visit ta the West Caast city.


Bravo
-for
Safety

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

MARCH 1965

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

MARCH 1965 Nav-Pers-O NUMBER 578

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to subactivities the Bureau should be informed.

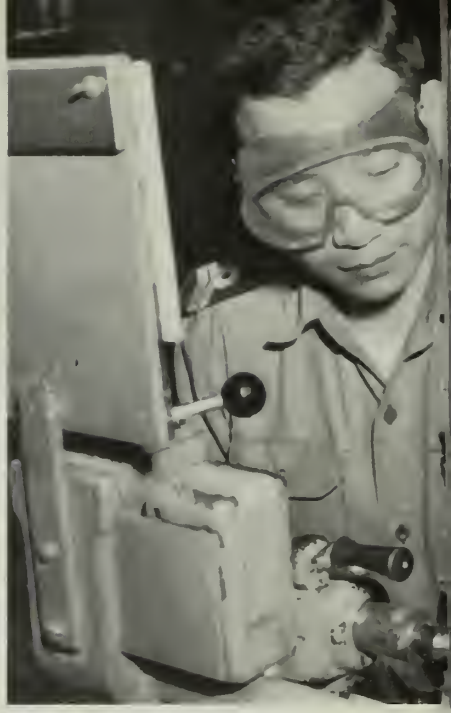
Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

TABLE OF CONTENTS

• **FRONT COVER:** ON THE AIR—Radar Intercept Officer students (RIOs) work out problems at Navy's Air Technical Training Center, Glynco, Ga., where they learn advanced techniques for seeking out and pursuing unidentified jet aircraft.

• **AT LEFT: ROUGH RIDERS**—Guided missile frigate *USS Coontz* (DLG 9) is viewed through tackle aboard supply ship *USS Castor* (AKS 1) as she makes her approach for underway replenishment during heavy weather in the South China Sea.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



FRIENDS OF U.S. NAVY — Foreign students study at Navy schools. Rt: Vietnam student at NTC San Diego.

Navymen from Fifty

ANY REASONABLY traveled U. S. Navyman doesn't have to look far before he finds a foreign naval officer or enlisted man who is a graduate of a U. S. Navy school.

The U. S. Navy has trained foreign students for so long that it would be difficult to point to a specific date as the beginning of such training. It might be said, however, that a coordinated training program for foreign naval personnel has been in operation since 1950.

Each year about 600 foreign officers and enlisted men come to the United States from nearly 50 foreign countries to study in USN schools. Requests for instruction cover a variety of subjects, but ASW and amphibious courses rank high in popularity.

Ninety five per cent of the courses taken by foreign students are the same as those given to U. S. Navymen. The remaining five per cent are designed specifically for foreign navymen.

Since supply courses designed for U. S. personnel aren't adaptable to most foreign supply systems, many of the classes intended exclusively for foreign students are concerned with this field.

U. S. Navy schools offering supply courses to foreign students tackle the problem from the angle of material accounting. This gives the student a more practical approach to his own problems and, incidentally, improves his navy's accountability for equipment received through the U. S. Military Assistance Program.

Another course designed exclusively for foreign personnel is the Naval Command Course given at the Naval War College, Newport, R. I. This course is open only to commanders and above which, for practical purposes, means commanders and captains.

Graduates of this course frequently attain flag rank, and some eventually rise to top posts in their own navies.

CHILEAN sailor gets pointers at Seabee electrician school, Port Hueneme, Cal.

FOREIGN STUDENTS have varied in rank from seaman to admiral. Their qualifications are comparable to those required of U. S. Navymen. Each student is carefully screened by his own government to see that he possesses the necessary qualifications and ability to perform. This precaution usually results in the stu-

NAVY schools help make firm friends.

Nations

SUB CHASERS—Members of Japanese Maritime Self-Defense Force learn operation of sub attack trainer while attending classes at FTG, Western Pacific.

dent's passing with flying colors.

Since there is no such thing as a sure winner, it follows that some foreign students flunk out. A poor showing, however, is usually attributable to unexpected difficulty with English language plus other factors, such as homesickness, family trouble or any of a multitude of other stresses which can arise to bedevil a student thousands of miles from home.

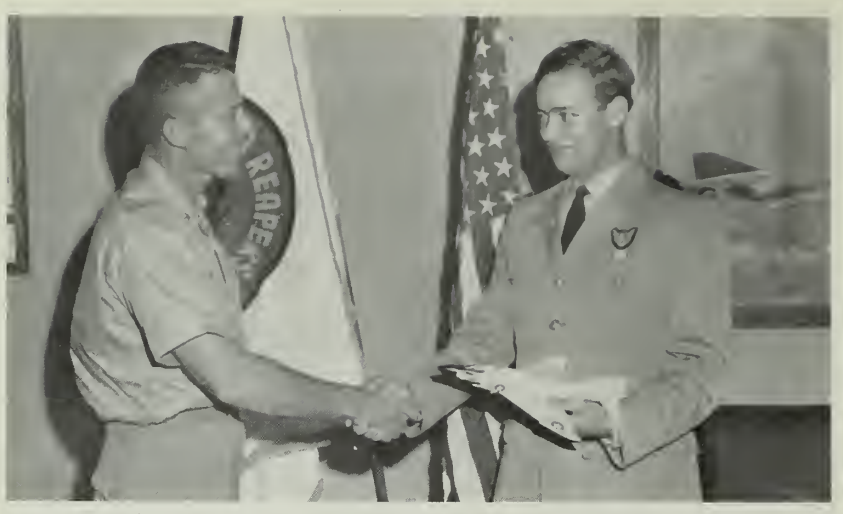
While the students are in the States, their hosts make very effort to show them how our government works and what goes on in our communities. Officers are given an opportunity to see government in operation from the national to the local level. This procedure may someday be followed in the case of enlisted students, also.

Both officers and enlisted men are taken to local libraries, government offices and other focal points of community activity while they are in school. They are also frequently invited to be the guests of civilian and Navy families.

Foreign students almost invariably return to their own country with pleasant memories of the United States and a better understanding of the U. S. Navy way of doing things.

This produces a bonus for us in foreign officers and enlisted men who are warmly disposed toward the United States. It also produces a certain standardization of methods among friendly navies which they and the U. S. find mutually beneficial.

NEW FRIENDS—Visiting Libyan Navymen get the word on *Terrier*. *Rt:* Foreign students attack in fire-fighting school.



BRITISH Lieutenant C. L. James is welcomed to VF-101 by Commander G. W. Ellis. James trained under Royal Navy-U.S. Navy Officer Exchange Program.

FOREIGN STUDENTS are no strangers to the United States Naval Academy. They have studied there since it opened its doors. In 1906, however, Congress officially noted their presence and provided that foreign students would be admitted to the Academy in accordance with laws thereinafter enacted.

There are, at present, 17 foreign students at the U. S. Naval Academy —three from Peru; two each from the Philippines, Belgium, Venezuela and Chile and one each from Ecuador, Argentina, Honduras, Nicaragua, Costa Rica and Panama.

The discipline and academic requirements for foreigners studying at the Naval Academy are the same as those which apply to United States students.

The entrance requirements also read the same, but have shadings here and there to fit the situation.

Briefly stated, the entrance requirements for foreign students are these: They must be between 17 and 22 years of age and possess the physical attributes of prospective midshipmen.

They must be able to speak, read and write idiomatic English and have a certificate from an accredited secondary school or college in the United States. If they did not receive their secondary education in the United States, they must take the College Entrance Examination Board Scholastic Aptitude Test and achievement tests in English composition and mathematics.

The examination given foreign students in English composition is the same as that given to United States students, although due consideration is accorded foreign students when the test results are evaluated.

Each foreign candidate for entrance to the Academy at Annapolis must be conversant with the literature of his own country and have completed a course in his native literature generally equivalent to two years of secondary work in the United States.

THE EXPENSE of educating foreign students at the Naval Academy is borne by the government that sends them. As a result, that government is interested in getting its money's worth and it usually does.

Foreign students coming to Annapolis are sometimes graduates of the naval academies in their own countries, although the age requirements for entry in the United States Naval Academy usually preclude this possibility.

Obviously they must have a high intelligence quotient, because four years at the Naval Academy are not easy even for United States students to complete. For students who are not in their native environment and for whom English is not a mother tongue, academic life is tougher.

Foreign competition for appointment to the U. S. Naval Academy is always great, but there is more in some countries than in others. In the Philippines, for example, two were chosen from about a thousand.

The dividends for the United States in this program are considerable. Foreign students have a lot on the ball when they enter the Academy. They usually have a creditable standing in their graduating class, and many eventually attain high rank in their own navies. Presumably they carry with them through the years a warm feeling for the United States and its Navy.

FOREIGN students at Academy represent Peru, Philippines, Costa Rica, Belgium, Venezuela, Chile, Ecuador, Argentina, Honduras, Nicaragua, Panama.

PacFleet Maneuvers

THE CREWS of some 20 suface ships and submarines had drilled and redrilled in preparation for Exercise Union Square. And they were ready to show how much they learned.

Conducted off the West Coast, Union Square thoroughly tested both the friendly and aggressor forces.

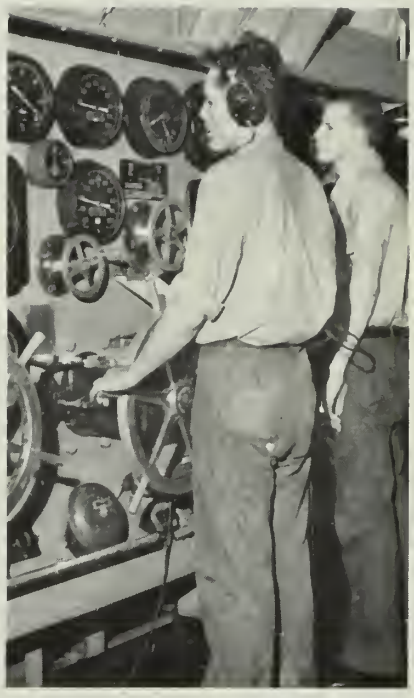
On the second day, Commander First Fleet boarded the attack carrier USS *Coral Sea* (CVA 43) to observe her readiness in antiaircraft and antisubmarine warfare. As her aircraft patrolled the skies and delivered their payloads to the beaches, the carrier's crew guarded their ship against the simulated aggressor.

The other ships in the friendly task force included the attack carrier USS *Hancock* (CVA 19); the guided missile cruiser *Providence* (CLG 6); the guided missile frigates *Halsey* (DLG 23) and *Dale* (DLG 19); the destroyers *Hamner* (DD 718), *Wiltsie* (DD 716), *Chevalier* (DD 805), *Somers* (DD 947), *Rowan* (DD 782), *Gurke* (DD 783), *Buck* (DD 761) and *Black* (DD 666).

The aggressor forces consisted of the two submarines USS *Menhaden* (SS 377) and *Caimen* (SS 323) and several air units.

Underway replenishment for the task force was provided by the fleet oilers USS *Neches* (AO 47) and *Cacapon* (AO 52), the ammunition ship *Mount Katmai* (AE 16) and the stores ship *Aludra* (AF 55).

Clockwise from top: (1) Flight deck crews watch jets take off from USS *Coral Sea*. (2) Engine room must produce and maintain speed needed during operations. (3) Supplies are highlined during exercise. (4) Gun mount phone talker at GQ.



ON CRUISE—Missile destroyer, *Claude V. Ricketts* (DDG 5) was manned by crew from NATO nations during exercises.

Sailors of Seven Navies Man

As she takes part in Caribbean training exercises, USS *Claude V. Ricketts* (DDG 5) looks much like any other U. S. destroyer in her class. There is, however, a decided difference. *Ricketts* is manned by a crew representing seven nations of the North Atlantic Treaty Organization.

This destroyer with an extraordinary crew might be called the prelude to a possibility.

The prelude is a mixed-manning demonstration to show that a multinational group of sailors, with their divergent personal habits and customs, can live and work together within the confines of a modern warship yet conform to a common discipline and achieve a common goal.

The possibility is a NATO Multilateral Force which is usually abbreviated to MLF.

While the Multilateral Force is still the subject of political discussions among NATO nations the mixed- manning of *Ricketts*, is an accomplished fact.

For the U. S. Navymen on board, there are only the normal qualifica-

MULTI-NATION—Royal Navy PO talks on phone as multi-nation crew mans engine room. *Rt: Ricketts'* crew mans the rails.

tions and training. Most foreign personnel, however receive indoctrination at home on what to expect while serving in a United States ship.

Many of the foreign crew members also attended U. S. Navy schools to learn how to maintain and operate the equipment aboard *Ricketts* and to become better acquainted with U. S. Navy methods.

Among these schools were the Guided Missiles School, Dam Neck, Va.; the Naval Training Center, Great Lakes, Ill.; The CIC School, Glynco, Ga.; the Naval Schools Command, Newport, R. I.; the Fleet Anti-Air Warfare School, Dam Neck, Va.; the Fleet Training Center, Norfolk, Va.; the Naval Schools Command, San Francisco, Calif.; the Fleet Training Center, San Diego, Calif.; as well as the Fleet Sonar School, located at Key West, Fla.

'his Ship

BEFORE THEY were selected in their respective countries, all those considered for mixed manning duty had to be able to speak English and be qualified to fill billets held by their counterparts in the U. S. Navy.

When foreign crew members began arriving on board *Ricketts*, it was the policy to have at least one officer from the new crew member's country on board to assist him in adjusting to his new life.

After a non-U. S. crew member reported for duty, he usually had several weeks of on-the-job training with his American counterpart to insure an orderly turnover.

Foreign Navymen, like U. S. sailors (and about everybody else, for that matter), are interested in answers to the basic questions of "how's the food and what's the pay."

Providing an international crew with meals like those in their own countries is no easy job.

In the early stages there were only British and American commissarymen on board *Ricketts*. However, their German, Italian and Dutch counterparts are now on the job cooking up the specialties of their respective countries, plus the national dishes of sailors whose countries are not represented in the DDG 5 galley.

Even with a diversified menu, all of the people can't be pleased all of

TEAM WORK—United States, Greek, Turkish, and German Navymen man DDG's bridge. *Below:* German, Italian and U. S. deck gangs handle line.

MISSILE MEN—German officer discusses *Tartar* with U. S. men. *Rt:* International crew works combat information center.

the time. Before the ship was fully manned, a German seaman yearned for sauerbraten. The British commissaryman pointed out that the situation could be worse—much worse. He could have had corn flakes.

FOR A WHILE, pay will probably be a sore spot in an otherwise reasonably happy picture—at least until adjustments are made here and there. Compensation of course, varies from Navy to Navy and, when converted into American dollars, it doesn't always balance out—a point that doesn't sit well among those whose pay comes from the small end.

The comforts and privileges of some have also taken a beating. British personnel are accustomed to a daily ration of rum, which they do not receive while serving on this ship (they are, however, compensated at the rate of three and one-half cents per day).

NO EFFORT IS MADE to sort out the crew members by nationality, either by living accommodations or occupation. Her foreign officer billets offer an idea of just how mixed the mixed manning of *Ricketts* can be.

The missile officer and engineering officer, for instance, are from West Germany, the CIC officer and First Lieutenant are from the United Kingdom, while the weapons officer and assistant CIC officer are Italians.

The Damage Control Assistant and Fire Control Officer are from Greece; the ASW officer is Dutch and the navigator is from Turkey.

More than half the billets in the Combat Information Center, both under GQ and normal conditions, are non-United States.

A typical underway watch on the bridge can have an Italian OOD, a Dutch JOOW, a German helmsman and a British boatswain's mate-of-the-watch.

The mixing of nationalities carries over into social life, too. Since all members of *Ricketts'* crew speak English there are no language barriers, which makes it easy for foreign members to enjoy entertainment ashore, the same as U.S. crew members.

Foreign sailors in the United States are plagued with the problem that bedevils U. S. sailors when they are in a foreign port—the visiting souvenir hunter who comes on board and thinks nothing of snitching a sailor's hat.

For the foreign sailors on board *Ricketts*, however, the problem is somewhat more complicated than for the American who has an ample supply of white hats available on his own ship.

Until other provisions are made, a foreign sailor on the mixed-manning ship who loses his hat is liable to

Multilateral Force: A Thumbnail Definition

Although every Navyman who reads the newspapers has heard about MLF, defining the Multilateral Force (MLF), is not so easy. Its shape and, indeed, its existence are still under consideration by the interested nations.

Here, however, are some salient features which may apply to the Multilateral Force concept:

- The sea-borne MLF is envisioned as a force of about 25 ships with merchant-type hulls to be manned by personnel from the participating nations of the North Atlantic community. Each ship would carry eight *Polaris* missiles.
- About 80 per cent of the force would be on station at all times.
- Surface ships were considered most suitable for the Multilateral Force because they could be built quickly (as compared with *Polaris* submarines, for example). Logistic support for surface ships would be relatively simple in the NATO waters in which the MLF would operate. Their initial cost and subsequent operating expenses would be less than the cost for a comparable fleet of subs.
- Merchant type hulls, very similar to ordinary Merchantmen, were considered desirable, but these MLF ships would be built from plans developed for MLF.

LINE UP—Crew of *USS Ricketts* returns to compartments after quarters.

have a problem while a new hat is obtained. This sometimes means a new one must be sent from home—wherever that may be.

IF DISCIPLINE is called for on board *Ricketts,* it is dispensed by the senior national officer on board, after his consultation with the U. S. Commanding Officer.

If the offense is minor, the offender can expect about the same treatment he would receive in his own Navy. In case there is ever a major offense involving a non-U. S. *Ricketts* crew member, the offender would be turned over to his own national authorities.

In the meantime, *Ricketts,* a U. S. Navy ship with a U. S. captain and an international crew, functions the same as any other ship of its class in the U. S. Navy.

Some of the crew members are there because they asked to be. Others are there simply in response to orders. Most like it, while a few may not. Morale seems high, and the crew members are apparently trying hard to make the mixed-manning demonstration work, since there does seem to be a considerable willingness on the part of most of those on board to learn the customs and languages of their shipmates.

In October *Ricketts* made a ceremonial visit from her home port of Norfolk, Va., to Washington. Since then, she has been conducting routine training for ships of her type with (*Tartar*) missile firings and naval gunfire support exercises in the Roosevelt Roads area off Puerto Rico.

This year, the mixed-manned ship is scheduled to deploy to the Mediterranean. There she will come under the operational control of the Sixth Fleet and will take part in Sixth Fleet and NATO forces exercises.

While in European waters, *Ricketts* would be available to visit ports in all the nations represented on board, and, when the demonstration ends on 1 December 1965, all foreign personnel will return to their parent navies. The ship will then resume her normal activity in the U. S. Atlantic Fleet with a U. S. Navy crew.

—Robert Neil

Ricketts' Complement

While the mixed manning demonstration is in progress, about half of USS *Claude V. Rickett's* complement will be from the United States and about half will be personnel of the British, Italian, Turkish, Royal Hellenic, Dutch and West German navies. The following table summarizes the national contingents for the ship:

	Officers	*Enlisted Men*
West Germany	2	47
Italy	2	30
Greece	2	24
United Kingdom	2	24
The Netherlands	1	17
Turkey	1	10
United States	10	164

BRIDGE GAME—Turkish navigator and USN assistant plot course. *Below:* Game Acey-Ducey is played by crew.

SEA TALK—NATO Navymen swap sea tales while relaxing in ship's mess.

SEABEE LEARNS how to use portable flame thrower. *Right:* Firing from behind cover on a 100-yard transition course.

Recognize These Men? They'r

TODAY'S SEABEES, performing rough jobs in many parts of the world, must be tough and ready, and training is an important part of readiness.

Mobile Construction Battalions Three and Seven provided cases in point as they underwent training periods before their overseas deployments. Most of the training was part of the Seabees' program to build up an organization with military know-how as well as construction can-do.

MCB Three, of the Pacific Fleet, homeported at Port Hueneme, Calif., completed two weeks with the Marines at Camp Pendleton.

They began on the firing line with instruction on M-60 machine guns, 3.5 rocket launchers and .45 pistols.

On the obstacle course the Seabees found themselves undergoing jungle-type operations—crawling under barbed wire and hurdling obstacles under simulated wartime conditions.

The climax of the two weeks' training was a two-day field exercise, which pitted the battalion against a platoon of Marine trainees who served as aggressors in day and night fighting.

Pointing up the variety of Seabee training, another group of 26 officers and men from MCB Three enrolled in a scuba course held at Port Hueneme and nearby Oxnard Air Force Base.

About 20 hours of classroom work taught the Seabees water safety and scuba procedures. This was followed by 15 hours of practicing the lessons in the water.

Final tests were conducted in the ocean, where each man had to execute a dive, remove and replace his face mask, and remove and replace his breathing apparatus underwater.

As a conclusion to the course, all of the men became licensed scuba divers. Another class began soon after the first was completed and plans were underway for a battalion scuba club.

MCB SEVEN'S Seabees took six weeks of training at Camp Lejeune, N.C., where heavy emphasis

BRIDGE-BUILDING course made Seabees feel more at home. *Rt:* Scuba diver emerges from ocean after taking test.

DUMMY GRENADES are thrown for practice. *Below:* Seabee cooks gain experience setting up chow line in the field.

eabees!

was placed on training the men in night warfare. Courses included mine and booby-trap detection in the dark, night rifle marksmanship, night combat and reconnaissance patrols, compass training and infiltration under fire.

In addition to taking the regular training, many men attended one or more specialized schools. One was the Mine and Demolitions School, which taught use of various explosive materials, laying minefields, disabling mines and an introduction to some types of foreign mines.

A two-week course in rigging and bridging encompassed methods of breaching streams and other obstacles with various portable bridges.

Some of the men attended other schools in field communications, camouflage, instructor training, field cooking, field medicine and weapons.

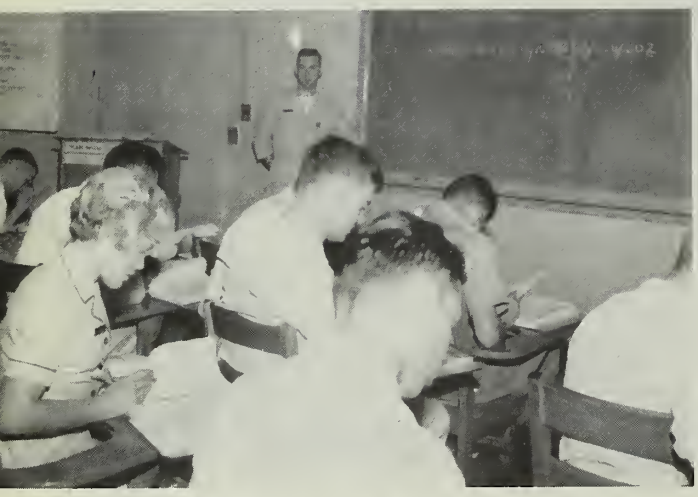
At the rifle range, over 70 per cent of the MCB Seven personnel qualified with the M-14 rifle on the Standard Navy "B" Course, with 15 earning Expert Rifleman distinctions.

As with their Pacific Fleet counterparts, the Seabees ended their training by defending a position against Marine "enemies."

On the professional side of the training fence, today's Seabees have the knowledge and experience to clear jungles for airstrips, build bridges, and conduct disaster control operations. As we've said many times, they're mighty versatile.

INFANTRY STYLE—Infiltration courses had many common hazards of battlefield. As Seabee goes through mud he must watch for booby-trapped wire.

LIKE REAL—Air control students use actual control tower equipment in simulated tower at NATTC, Glynco, Ga.



AVIATION weather is the subject taught in this class. *Below:* Glynco students issue instructions to pilots.

Navy School fo

IN SHARP CONTRAST to its original purpose, that of housing airships during World War II, today hangar two at the Naval Air Technical Training Center, Glynco, Ga., is the home of the Air Traffic Control Schools. At one of these, the Aircontrolman "A" School, Navymen, Marines and Waves are taught to work in Navy and Marine Corps control towers.

Originally Aircontrolmen were taught at Olathe, Kansas, but the school moved to Glynco in 1962.

The school provides enlisted personnel with the basic knowledge necessary to meet the requirements of Aircontrolman Third Class and of the Federal Aviation Agency for certification as Control Tower Operator.

The primary mission of an AC is to aid the pilots of aircraft and provide for the safe and prompt movement of air traffic. With our modern aircraft operating faster than the speed of sound, the job of the aircontrolman has become more complex than ever before.

To assist the pilot in takeoffs, landings, weather,

STUDENTS receive and give air traffic control clearances.

ON DECK—Instructor demonstrates use of runways. *Rt:* AC students train with mock-up of surveillance radar.

Aircontrolmen

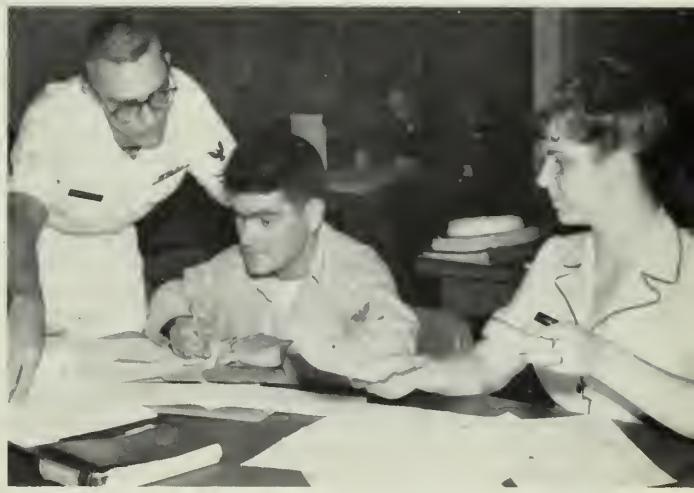
navigating, holding and general en route services the aircontrolman must be trained in many different phases to understand the problems encountered by the pilots.

To provide this training, the 16-week Aircontrolman School is divided into six phases. Students learn the basic fundamentals of aviation and acquire a thorough knowledge of air traffic rules, airport traffic control, air route traffic control, communications operating procedures, flight assistance service and aids to air navigation.

Using charts, publications and equipment, students acquire a thorough knowledge of air operations office procedures by working under simulated conditions. They develop the basic techniques of controlling air traffic by operating in a mock-up of an air control tower and by actual control of aircraft.

Before graduating the student must successfully pass a written examination for air traffic control tower operators which is administered by the Federal Aviation Agency.

—N. M. Jock, JOSN, USN.



HERE'S HOW—Instructor helps students in flight planning class. *Below:* Students act as pilots in radar lab.

RIGHT THERE—True north is explained to AC students.



YOU CAN MAKE IT:

A Voyage Back into

IF YOU'RE a normally inquisitive human, you can't help but be more or less interested in the organization with which you serve—the U. S. Navy. Considerable background can just simply be absorbed painlessly through routine indoctrination and sea stories around the barracks and wardroom.

But if you have an inquiring mind this may not be enough. If so, we would like to commend to your attention a source of information you may have overlooked—the naval museums. There are many of these and they may be found in almost every part of the nation.

The next time you have some free time, make a few inquiries and take a look around you. You'll find a whole new world awaiting you.

The word "museum" literally means a "temple of the Muses"—in other words, a place of thought and study. Technically, a museum can be anything from a single case in a quiet corner to a gigantic building with thousands of specimens. Or it can be a complete ship.

GENERALLY, service museums may be classified in four groups: technical or technical-historical, historical, art and special (this would even include shipboard displays).

A technical museum exhibits objects that illustrate a specific technology. For example, in some museums you'll see the development of naval ordnance, including basic types of heavy guns and small arms, ammunition, loading mechanisms and fire control equipment down to replicas of the latest missiles. The displays are characterized by cutaway specimens, working models, layouts and explanatory charts. Even the Navy experts in these fields can learn a lot about their specialties—both past and present.

A historical museum attempts to trace the development of broad organizations, such as the government or the Navy, or parts of the Navy, or of a technology.

As you might expect, a naval art museum would contain prints and paintings of naval battles and ships, sculptures of naval heroes, fine ship models and examples of decorative arts incorporating naval motifs in their design.

Special displays cover a wide range. Shipboard displays may be working displays of technicial progress.

When a ship visits a foreign port, it becomes, in effect, a special display. Visitors see first hand what the ship can do.

Check the box on these pages for the location of the museum nearest you.

ROUND ROUNDS—Navymen examine effect of cannon balls on old armor while visiting exhibit of past naval weapons at Washington, D.C., Navy Yard.

IN ONE OF THE Navy's oldest establishments—the Washington Navy Yard—you'll find a museum under development which is now open to visitors. Just outside the yard's 19th century Breech and Mechanism and Gun Shop, in which the museum is located, a two-man Nazi submarine rides out her days on a sea of grass. Inside this three-block-long building, signal flags hang over displays that trace naval history from the continental Navy to today's nuclear-powered Fleet.

There is a large metal replica of the plaque which marked the spot on which the Japanese signed their surrender on board the now-decommis-

History

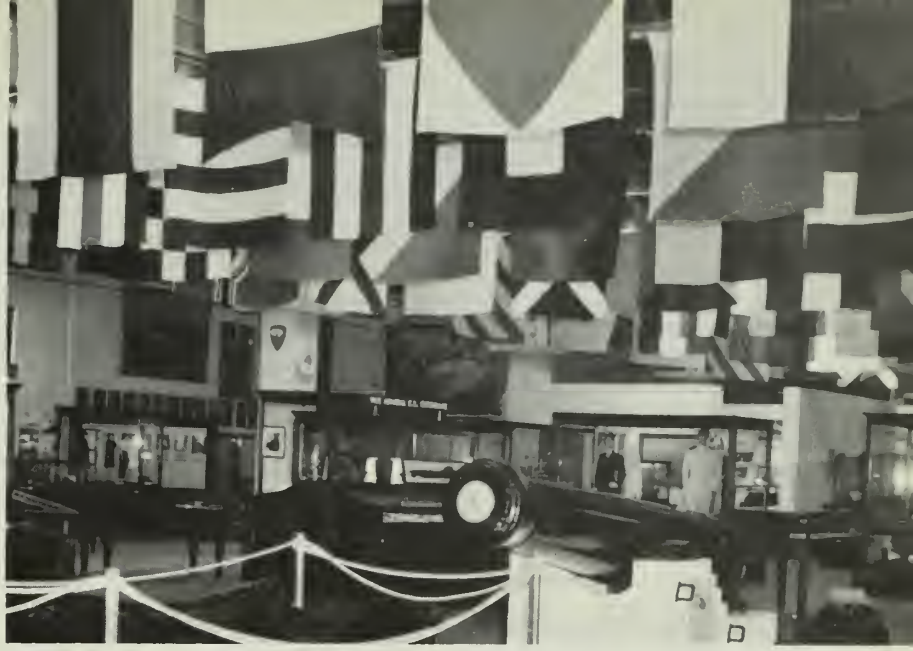
sioned battleship *Missouri*. Everywhere there are the words of famous naval heroes. Over the diorama of the 1779 battle between the *Bon Homme Richard* and the British frigate *Serapis* is John Paul Jones' famous retort to the English skipper's suggestion of surrender—"I have not yet begun to fight."

A piece of timber from *Chesapeake* recalls Captain James Lawrence's dying words, "Don't give up the ship." In the section devoted to the War of 1812 is one of the most satisfactory messages of all time—Commodore Oliver Hazard Perry's, "We have met the enemy and they are ours."

You will see a radar view of the junction of the Potomac and Anacostia Rivers on one of the earliest radar sets made in this country.

Across the street in two quiet parks, you will see a display of weapons ranging from 300-year-old brass cannons to U. S., German and Japanese weapons of World War II. From periods in between there are such odds and ends as Hotchkiss revolving cannons captured in the Spanish-American War, Confederate guns from the Civil War, a huge plaque describing the big railway guns made at the gun factory in World War I and assorted other reminders of the past.

One of these is Long Tom, a cast-iron gun made in France in 1776. This gun blasted its way to fame during the war of 1812 in the Portuguese port of Fayal in the Azores. The ship which carried it, *General Armstrong*, was sunk and the gun went down with it. Many years later, Long Tom was recovered from the bottom of Fayal Harbor and presented to the U. S. by the Portuguese.



SEA LORE ASHORE—Museum at Navy Yard, Wash., D.C., is packed with interesting displays. *Below:* Sailors look at exhibit at Truxtun-Decatur museum.

WHILE YOU'RE in Washington, stop by the Truxtun-Decatur Naval Museum. There you will see relics of naval history from many famous ships of the past.

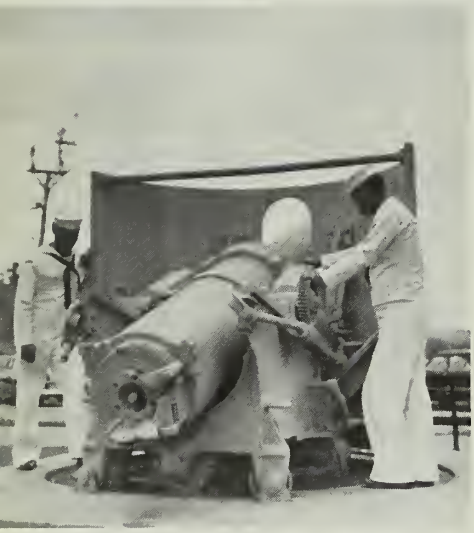
In May of 1950 the museum was opened to display historical exhibitions devoted to the theme of Seapower. This collection of items from yesterday's Navy, gathered by the Naval Historical Foundation, is located at 1610 H Street N. W., just a short cruise from the White House. The museum is next door to the historic Decatur House, now open as a national naval shrine.

THERE ARE MANY other museums at various bases throughout the country—at Annapolis, Md., Portsmouth, Va., Pensacola, San Diego and Port Hueneme to name but a few.

You will find quite a collection of

NAVAL ACADEMY Museum is lodged in this building on Academy grounds.

FOR BIRDMEN—Naval Aviation Museum at NAS, Pensacola, depicts development and heritage of naval aviation. *Below:* Gun from USS Maine is studied.



relics at the Naval Academy museum about an hour's drive from Washington. Over 50,000 items are on display including the famous Henry Huddleston Rogers collection of 108 ship and small boat models. These have been referred to as "the million dollar collection," a good estimate of their worth. But the figure can hardly begin to represent their historical value.

A collection of 13 historical marine paintings by Edward Moran, an English-born artist, is at this museum. Requiring many years of research to attain their accuracy, the series represents a maritime history of the U. S. The introductory painting of this series ("The Ocean—Highway of all Nations") is considered one of the finest seascapes in this country.

The most valuable painting on display is a portrait of Captain James Lawrence. It is valued at slightly more than $75,000.

In addition to its paintings and ship models, the Naval Academy Museum has collected many pistols, rifles, muskets, swords, cutlasses and other lethal weapons, both ancient and modern.

Of course, not all the museum's possessions are in the building itself. You will find many in Bancroft Hall, the midshipmen's dormitory, with its Memorial Hall and reception rooms, and in every building frequented by midshipmen.

IF YOU HAPPEN to be down Norfolk way, stop by and visit the museum at Portsmouth, Va. You'll see the history of the Portsmouth area, the shipyard and the armed forces of the locality. Its feature attraction is a model of CSS *Virginia*, said to be the first ironclad ship to engage in naval battle.

Also on display, you will see ship models, uniforms, flags and armament of all types, from early muskets to the *Polaris* missile, together with early regional maps, photographs and printed information.

South to Florida, the Naval Aviation Museum in Pensacola shows the growth and heritage of the Air Navy from its beginning in 1911 to the modern era of space flight. One special type of display features pictures of aircraft and aviators bonded to a piece of translucent fiberglass and placed over exterior windows.

Hundreds of displays and exhibits for the museum have been shipped from naval air units throughout the world. Such a one is an F4B-4 fighter used by the Navy from August 1929 until the middle 30's. Later it was used as a fighter trainer through 1941.

Displays of a current nature feature exact duplicates of space capsules used by Astronauts Glenn and Schirra in their space flights.

ON THE West Coast at NTC, San Diego, another Navy museum contains many historical objects from the early seafaring days. A detailed replica of HMS *Victory* which was Admiral Lord Nelson's flagship is perhaps the most popular. Presented to the Navy more than 20 years ago by a former film director and producer, the handsome model is 20

Soon to be Launched: Army-Navy Museum

Carpenters' Court, as history buffs know, is a small section in the Independence National Historical Park in Philadelphia. Although it is quiet today (except for the shuffling-through of myriad tourists), the court was the Pentagon of our fledgling nation in the 1774 to 1800 period (ALL HANDS, August 1964, page 29).

Here the Navy of the Revolutionary War was formed by the Continental Congress. Arms were stored in the hall, and soldiers drilled in the courtyard.

In recent years, the Navy has been interested in establishing a museum here, and the Army had a similar interest in a museum of its own. Subsequently, it was agreed that a joint Army-Navy museum would be built.

The new museum will be housed in the Pemberton House (to be reconstructed). It sat in a corner of Carpenters' Court from 1775 until it was demolished in 1812. Over 12 years of research on similar historical buildings in the area will help achieve authenticity.

As a touch of recognition, the names of all donors—whether their contributions are incorporated in a group gift or made individually—will be listed in museum records.

Information on contributing to the Army-Navy Museum Fund is contained in OpNav Notice 5750 of 10 Jan 1964. Support of the project offers a special opportunity not only for those ships bearing Revolutionary and post-Revolutionary War names, but for all ships and stations to perpetuate their names in an appropriate museum.

feet high, 25 feet long and weighs two tons. The model was used in a motion picture which told the story of Nelson's life.

Near *Victory* is the eight-foot builder's model of the cruiser USS *San Diego*. Originally the ship was commissioned *California* in 1907, but the name was changed in 1914. While cruising from Portsmouth, N. H., to New York in July 1918, a mine explosion ruptured *San Diego's* hull. The ship rolled over and sank within 20 minutes. Six lives were lost, but if American steamships had not conducted rescue operations in the mine-infested waters, there would undoubtedly have been many more casualties.

Other displays in the San Diego Museum feature officer and enlisted uniforms that date back to the early 1900's. You will also see the bell that rang out the time aboard the old *Yorktown*. In addition, you will view an old Spanish cannon and shot, which was found off the coast of Florida and is considered to be over 100 years old.

Three large displays show the birth of our Navy from 1775 to 1783, the sinking of the battleship *Maine* in Havana Harbor, and the Great White Fleet's cruise around the world.

Of special interest is the battle-worn 30-star flag which is nearly 100 years old. It is the flag which flew from the mast of the sloop-of-war *Kearsarge* in 1864 during one of the few at-sea engagements of the Civil War.

ON VIEW—Seabees work on native hut at Port Hueneme. *Below:* Figurehead of *USS Lanchester* and rail of *Hartford* are displayed at Mariners Museum.

UP THE COAST at Port Hueneme, a museum tells the story of the Seabees. Through the use of special viewers, the visitor can compare scale model displays of the McMurdo Sound Scott Camp in 1912 and the McMurdo Camp of 1956 which was built by the Seabees. This and lots more at the Seabee Museum.

For example, one of its displays takes you to the warmer climate of the Philippines where you will see a before-and-after view of the Naval Air Station, Cubi Point. At this site, the Seabees had to level an entire mountain.

Among the latest donations to the museum is a crossbow and a set of poison arrows from Vietnam, donated by a Seabee Technical Assistance Team.

The museum was established in 1947 and has attracted visitors from far and wide. A few liked it so well, they made it their home. A swarm

CAN SEE—CAN DO—Seabee Museum, built in 1956 to honor all Seabees both past and present, is popular with visitors.

HMS Victory

Truxtun-Decatur Display

GOOD LOOKING—The naval museums provide interesting experiences.

of bees, for example, took a liking to the giant symbol of the Seabees displayed in front of the museum and established their quarters there.

Most people, however, prefer to visit the museum rather than take up residence there.

BUT SUPPOSE you are not stationed near any of these areas? If you look around, you will find a display or even a small museum that shows the history of the Navy in your vicinity.

Each item, whether it is part of a small display or one of thousands in a large museum, must possess at least one of three characteristics if it is to be effective. It must be inspirational, historically important or artistically valuable. On the local level, the curator of each museum determines what characteristics each article has before it goes on a display shelf. He also receives help from the Curator of the Navy Department who does the same on a much larger scale.

For example, when a ship is scheduled to be scrapped or decommissioned, the Curator receives all items and relics of historical interest. He is responsible for their preservation and exhibition.

Generally speaking, items that are removed include ship's bells, flags (including all signal flags). plates bearing the ship's name, display boards, plaques, steering wheels, trophies, paintings and photographs, battle lanterns, general quarters and chemical alarms, china and silverware, and all books and documents.

In addition, he wants anything that might be interestingly associated with combat, notable achievements or events; items of novelty or special significance from a technical viewpoint; and articles that have special relationship with personnel in the areas of heroism, humane efforts and human interest.

IF THE SHIP is to be decommissioned and assigned to the Reserve Fleet, the articles are preserved until the ship is recommissioned. The articles would then be returned to the ship. But if the ship is to be scrapped, the articles are offered to various museums containing, or desiring, naval displays. Ships' bells and wheels are perhaps the items in greatest demand.

The Curator also receives many relics in the form of contributions from military and civilian personnel all over the nation. Depending on the area in which the item has the greatest historical significance, the Curator contacts a museum to see if it is interested.

If you happen to have an old barometer stashed away in your attic or buried in the bottom of a seabag, you may wish to dust it off and consider its possible value as a relic for display in one of the Navy's museums. If your contribution is suitable, and you supply background information, it may become part of an exhibit and be viewed by the public.

But before you start crating up that old aircraft carrier you have had lying around your back yard, you are encouraged to write the Curator of the Navy Department, Main Navy Building, Washington, D. C. He'll know the best place where your relic can be displayed.

We haven't mentioned anything about the floating museums—the historic Navy ships that you may visit at various port cities of the United States. That's the subject of another report in a forthcoming issue. —John C. Ramsey, JO1, USN

Navy Museums: Where to Find Them

Here's a list of Navy museums. It is not a complete list. For example, it does not include the various ships that are preserved as floating museums (these will be covered in a future article), but it's a start for Navy history buffs.

Naval Academy Museum—U. S. Naval Academy, Annapolis, Md. Telephane 268 7711, Ext. 538.

Naval Historical Display Center—Building 76, Washington Navy Yard, Washington D. C. Telephone OX 8 2651.

Partsmouth Naval Shipyard Museum—On waterfront at foot af High Street, Portsmouth, Va.

Naval Aviation Museum—U. S. Naval Air Station, Building 659, Pensacala, Fla.

San Diega Histarical Navy Museum—U. S. Naval Training Center, San Diega, Calif.

Seabee Museum—U. S. Naval Canstructian Battalian Center, Building 99, Part Hueneme, Calif.

Puget Saund Naval Shipyard Museum—Bremertan, Wash.

Mare Island Naval Shipyard Museum—Valleja, Calif.

Michelsan Museum—Naval Ordnance Test Statian, China Lake, Calif.

Submarine Museum—U. S. Submarine Base, New London, Cann.

Marine Carps Museum—Marine Corps Schools Cammand, Quantica, Va.

Museum af History and Technalagy, Smithsanian Institution — Washingtan D. C.

Here's a list of privately operated museums. Due to space limitation, we can only list some of the largest museums that deal exclusively with Navy or Merchant Marine subjects. Check with your special services office or local chamber of commerce for additional museums near your duty station.

Truxtun Decatur Naval Museum—1610 H St. N. W., Washingtan D. C., Telephone ST 3 2573.

The Mariners Museum—Newpart News, Va.

Peabady Museum—Salem, Mass.

Naval and Maritime Museum—Geargetawn, S. C.

Philadelphia Maritime Museum—Philadelphia, Pa.

Columbia River Maritime Museum—Astaria, Ore.

Puget Saund Maritime Historical Saciety—Seattle, Wash.

Seattle Maritime Museum—Seattle, Wash.

San Francisca Maritime Museum—San Francisco, Calif.

FADM Chester W. Nimitz Naval Museum —Fredericksburg, Texas.

Frontier Duty

THE DESTROYER tender USS *Frontier* (AD 25) recently finished an overhaul at Long Beach Naval Shipyard. Rejuvenation for *Frontier,* which will have logged 19 years of duty in March, included improvement in repair facilities for both *Dash* and ASW rockets.

Frontier's face-lifting also included repairing the hull, rebuilding key pumps, lifting the high pressure turbine and overhauling the steering mechanism. While the yard men were busy at this, *Frontier's* crew and repair shops rolled up their sleeves and went to work. Her boilermakers rebuilt the boilers, two huge tanks were removed from the shop area to make room for new sheet metal gear and hundreds of feet of corroded pipe as well as valves were replaced.

The *Frontier's* men put in many hours repainting the mess and sleeping quarters, and in overhauling the galley and laundry facilities. Teamwork with the civilian yard workers not only made a more extensive overhaul possible, but gave the crew members valuable experience working on a ship larger than a destroyer.

Clockwise from Top: (1) R. Dennison, FN, USN, helps shipyard worker remove feed pump. (2) USS *Frontier* sits in drydock. (3) M. H. Delaney, MM1, USN, works on boiler. (4) R. Cook, FN, and J. Lippencott, FN, USN, replace valve. (5) O. Childress, MR2, and D. Little, MR1, install rebuilt pump liner.

AWARD WINNER—New Navy housing project at NTC, Great Lakes, Ill., is more than 90 per cent allotted to enlisted men.

Navy Housing Wins Award

EVERY NAVYMAN knows the Navy looks after its own. This is not a completely unselfish point of view because, in doing so, the Navy provides an incentive for highly qualified men to look to the Navy as a career. While there is, of course, lots of room for improvement in some areas, particularly in family housing, every effort is being made to provide Navymen with better living quarters.

As a good example of this, let's look at the new Capehart homes built under the supervision of the Bureau of Yards and Docks at the U. S. Naval Training Center, Great Lakes.

The housing project, which is named Halsey Village, in honor of the late Fleet Admiral William F. (Bull) Halsey, consists of 533 homes, more than 90 per cent of which are allotted to enlisted men.

While this project is only a portion of an extensive program to provide, within a limited budget, better Navy homes everywhere, it is significant in that the Federal Housing Agency has seen fit to present a 1964 Merit Award for Residential Design to the new family housing project at Great Lakes.

On 21 Aug 1964, the President endorsed the efforts of the armed services to improve living conditions for military personnel in his remarks before students of the National War College and Industrial College of the Armed Forces. He said: "I believe that our country justly must and safely can accord to our American military men a place in our society long denied to soldiers throughout our history. I very much want our uniformed citizens to be first-class citizens in every respect."

The President added that he was directing the Secretary of Defense "to speed up his present review of such matters as housing and medical care, pay and allowances, so that we can at the earliest possible moment take whatever steps both human equity and national defense may require to enhance the standing and the morale of those who defend us."

THE AWARD-WINNING Capehart homes in Halsey Village represent the latest features in design and comfort and the new Navy tenants are proud to call them "home."

William F. Hall, PN2, USN, his wife Rosa Lee, and three children, live in a three-bedroom, one and one-half bath duplex at Halsey Village. "We are more than satisfied," he said. This is the first time the Halls have lived in Navy family housing and they both agree that "we couldn't touch anything like it on the outside."

Previously, they lived in a two-bedroom duplex house in a town about 13 miles from Great Lakes where they paid $136 a month.

The Capehart Housing Program is one of the best means of providing better living quarters for Navymen and their families. It provides for

DESIGNERS of the housing project kept the Navy wife well in mind, as is evident in this modern kitchen.

construction of military public quarters under FHA insured mortgages. The mortgage payments are made from quarters allowances withheld from tenants occupying Capehart Housing.

Close to the Halls lives another Navy family, Edward P. Walton, SFC, USN, his wife, Carol, and two sons. They moved into the three-bedroom duplex at Halsey Village last October from a rented two-bedroom house 10 miles from Great Lakes, where they paid $125 a month plus utilities ranging from $35 to $50. (Chief Walton's BAQ is $114.90.) When asked how she liked her new home, Mrs. Walton beamed and said: "These are the best quarters we've ever had—it is the perfect atmosphere for the youngsters and we're proud to invite anyone to our home."

HAPPY RESIDENTS of the Navy community named after the late FADM William F. Halsey, all agree it's mighty good living and fine advertisement for Navy.

WHEN THE NAVY thinks enough of a man to give him decent quarters, he is going to look fondly upon the Navy—and "these are the best quarters we have ever had," said Lieutenant (jg) Harry J. Nicholas, USN. He, his wife, Shirley, and three children, live in a Halsey duplex. He pointed out that suitable housing "is a definite factor in deciding to stay in the Navy." LTJG Nicholas, who came up through the ranks from apprentice seaman through warrant officer to LTJG, takes pride in being "a former enlisted man, and I'm glad to see the enlisted man live in the same type of quarters as I do."

Herman J. Carney, MMC, USN, and his wife and son are also tenants at Halsey Village. "This is what I want for my family," says Chief Carney. Mrs. Carney was quick to add: "Our home is warm and cozy—it is all that we could ask for."

The new homes in Halsey Village were designed with the Navy wife in mind, recognizing the important role that she plays in the decision her husband makes as to whether he should stay in the Navy. Her appraisal of the advantages of life in the service must be based largely upon the conditions under which she and her children spend their daily lives—and the Navy is making every effort to provide the best available.

Admittedly there is a great deal of room for improvement in the over-all housing situation. But this is an example. —Ted Sammon.

HOME SWEET HOMES—Halsey Village, with 533 houses, provides modern homes the Navyman can be proud of.

Hop to the Hospital

ON A CHILLY mid-winter morning, a crew member of the command ship USS *Northampton* (CC 1) developed a serious illness and required immediate hospitalization. *Northampton* combined efforts with USS *Randolph* (CVS 15) to get the man to the needed medical facilities.

The command ship was 100 miles from the nearest land when the crisis developed.

Two hours and 15 minutes after the evacuation was recommended, it was completed. An hour later the man was put in an ambulance ashore and rushed to Portsmouth Naval Hospital.

Counter-clockwise, from top right: (1) USS *Northampton's* CIC and communications departments located and contacted *Randolph* for help. (2) *Northampton* men hold stretcher steady as patient is lifted to helicopter. (3) Patient is helped into helicopter. (4) *Northampton's* chief hospital corpsman is raised to helicopter to accompany patient on flight to hospital. (5) USS *Randolph* diverted plane guard helicopter on flight from Norfolk so man could be hospitalized ashore before his condition became critical.

LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

Travel Orders

SIR: While reviewing midshipman cruise orders this past summer and preparing them for travel claims, I noticed many discrepancies and omissions in the endorsing procedure at Department of Defense activities.

This is particularly so in the case of NROTC midshipmen departing and arriving CONUS, but it often happens in the cases of other military personnel.

At most air terminals, and at various other points of embarkation and debarkation from Continental United States, orders are endorsed with a rubber stamp or a clock mechanism. This endorsement only appears on the original orders in most cases, and often is blurred, smeared, or so light in print that it cannot be read.

In making travel claims the traveler must submit two certified copies of the orders, with all endorsements, along with the original and the itinerary of travel. These certified copies are usually prepared by a yeoman or personnelman.

Since the memorandum endorsements by rubber stamp or clock mechanisms only appear on the original in most cases, many man-hours are spent rewriting these endorsements on the certified copies. This problem could be solved by using photo-copying machines, but that involves considerable cost in addition to the man-hours spent in making the copies.

Although the correct procedures are described in various publications, I propose that the following recommendations be issued in a directive:

- That, if a rubber stamp or clock mechanism is used to endorse orders, it be placed on all copies.
- That extreme care be taken to insure endorsements are legible and complete.
- That personnel traveling to and from Continental United States be forewarned of the need for endorsements on their orders upon leaving and entering CONUS.
- That ships and other mobile units make sure ports of embarkation and debarkation appear within the endorsement on the orders.—John Trotta, YN1, USN.

• *The points you have mentioned are headaches throughout the Naval Establishment. YNs, PNs, DKs and personnel officers are constantly pulling their hair out because people return orders without proper endorsements.*

We sent your letter to the Services Branch, Officer Distribution Division, for comments. Their reply not only was strong approval but, in view of saving many man-hours, they suggested we publish your suggestions in an early issue of ALL HANDS.

In addition, the Division recommended that "BuPers Manual" article C-5407, and "Navy Travel Instructions," paragraphs 4000 and 4050 be reviewed. These articles contain explicit instructions on "Reporting For Duty In Obedience To Orders And Submission Of Copies Of Orders" and "Preparation of Travel Claims" respectively.

Everyone should remember: the responsibility for obtaining the proper endorsements lies with the man for whom the orders were written. All personnel, other than YNs and PNs, having duties which require them to endorse orders should be thoroughly informed on endorsing procedures. Obviously, all YNs and PNs should know the rules.—ED.

Retainer Pay

SIR: As I understand retainer pay, if I serve 19 years, six months and 10 days, I will receive 50 per cent of the base pay of 20 years. But what if I serve 21 years, six months 10 days? Would my retainer pay be 55 per cent of the base pay for over 22 years or just for over 20?

I have received a lot of conflicting answers from different people on this, and now I'd like to get it straight.—W. E. C., AMCS, USN.

• *Although retainer pay is not computed in this manner, you would end up with 55 per cent of whatever your base pay is for over 22 years. If you have served six months of a year or more, you may count that time as a full year.*

Retainer pay is computed by multiplying 2.5 per cent times the number of years you have served (including constructive service) times your basic pay. Constructive time cannot be used to increase your basic pay; however, as we have already pointed out, if you are within six months of receiving the increase, the higher base pay will be used to compute your retainer pay.

For more information on retainer pay, check with "BuPers Manual," Article C-13407, and the December 1963 edition of ALL HANDS *(Rights and Benefits).*—ED.

It All Counts on 20

SIR: I have recently been accepted for the TAR program, and have a question about TAR retirement regulations.

Before applying for the TAR program I spent six years in the Regular Navy. If I serve 14 years on active duty in the TAR program and then request a transfer to the Fleet Reserve, may I begin drawing my retainer pay immediately? Or must I wait until I'm 60 years old?—L. H., PN2, USN.

• *You will be eligible for your retainer pay as soon as you enter the Fleet Reserve. You will have served required 20 years on active duty, age has nothing to do with it.*—ED.

Sure, You Can Stay at Sea

SIR: According to scuttlebutt, the Navy plans to turn over the shipboard disbursing duties to shore commands sometime in the next five years. As I understand it, checks would be mailed out to the ships from the shore establishment.

Checkages and entries in the pay records would be made via a closed circuit TV which would connect the ship with the disbursing office on the beach.

Trouble is, I like sea duty and have done everything possible to remain aboard ship during my eight years in the Navy—and the new system is obviously going to eliminate the seagoing disbursing clerk. I would hate to see that happen.

Does the rumor have any factual basis?—R. G. S., DK2, USN.

• *Some. Like much scuttlebutt, the story was probably based on truth originally, but has become distorted. Consequently, your conclusion as to the fate of DKs is not quite true.*

The Department of Defense has instructed the armed forces to devise a common pay system which has a mechanical — probably computerized — basis. This may well result in pay records being kept ashore.

But you assume this would automatically eliminate seagoing DKs. Although such a system would undoubtedly cut

the number of disbursing clerks serving aboard ship, someone *has to be on the other end of the line. And for the DK who really wants to go to sea there will always be public vouchers and such which will require the attention of a DK who is on the spot.*

Incidentally, for those who are more concerned for the fate of their pay checks than the dilemma of landlocked DKs, the new pay system would not lessen the service to shipboard Navymen. As a matter of fact, it would be more streamlined, resulting in more accurate pay computations.—ED.

You May Find This a Moving Subject

SIR: Perhaps you can give me some information about transporting a mobile home. I have checked with my disbursing and personnel offices on the subject, but neither has the latest regulations concerning the allowance payable to a Navyman who moves his trailer home to a new duty station.

I would like to know how much per mile the Navy will pay for the move. Who makes the arrangements with a commercial mover? Must the trailer be owned before receipt of PCS orders, or just before the transfer date? Also, I have been told that if the Navy moves my trailer, I would not be entitled to have the rest of my household effects moved at government expense and I would lose entitlement to dislocation allowance. Is this correct?

I am presently stationed overseas and am due for stateside shore duty. I would like to buy a trailer if I receive orders to a location where a trailer would be suitable.

However, before I do buy one, I would like to understand the regulations on allowances.—N. E. S., CT2, USN.

• *The conditions governing payment of trailer allowances are contained in "Joint Travel Regulations," chapter 10. Recent information about increased trailer allowance entitlements were promulgated by NavCompt Notice 7220 of 3 Sep 1964. Here's a rundown on these regulations.*

Transportation of a house trailer outside the continental United States, except within Alaska and between the continental United States and Alaska, is at the personal expense of the Navyman.

If you are otherwise entitled to have your household goods transported at government expense, under the provisions of these regulations, you are entitled to trailer allowances provided:

(1) The house trailer is acquired on or before the effective date of your PCS orders and is to be transported for use by you and/or your dependents as a residence;

(2) You elect to receive trailer allowances in lieu of both the dislocation allowance and transportation of baggage and household goods within the U. S.

If you are entitled to receive trailer allowances at your request—and subject to your written agreement to pay any excess costs involved—the government will arrange for transportation of your house trailer by commercial or government means between the points authorized, and pay all costs related to pickup, transportation, and delivery of the trailer at destination, within a specified limit.

The amount to be paid by the government, as stated in paragraph 16004-2, "Joint Travel Regulations," is limited to the lowest of the following three ceilings:

(1) $0.51 per mile;

(2) The current average cost for the commercial transportation of a house trailer; or

(3) The combined cost of transporting the maximum weight allowance of household goods over a like distance for you, based on your pay grade, plus your appropriate dislocation allowance.

If you are entitled to trailer allowances and if a transportation officer is not locally available and time does not permit the obtaining approval in writing from the nearest transportation office, you may, without prior authorization, arrange or contract personally with a commercial transporter for the transportation of your trailer. In such cases, the claim for trailer allowances must be substantiated by the subsequent approval of a transportation officer. Reimbursement is authorized under these conditions on a basis of $0.51 per mile not to exceed the lesser of items (2) and (3) above.

You also may transport your trailer, without further authorization, at personal expense and be reimbursed for a monetary allowance of $0.11 per mile for the official highway distance between the authorized points.

Hope this helps clear the issue for you.—ED.

NAVY'S NEWEST aircraft carrier, *USS America* (CVA 66), steams during builders' trials in Atlantic. *America* was commissioned 23 Jan at Norfolk, Va.

Early Return of Dependents

SIR: According to advance change 142 to paragraph 7103 of the *Joint Travel Regulations,* the commanding officer may now authorize the early return of dependents to CONUS for personal reasons, such as unforeseen family difficulties, marital problems and the like. The change further stated that these orders, which authorized the early return of dependents, also could be used to authorize the early return of household good. This change, effective 14 Aug 1964, did not reach the Fleet until 1 Oct 1964.

With this in mind, let's say a Navyman's dependents returned to the States ahead of him at their own expense during the month of September 1964. They left under one of the incidents cited in paragraph 7103.

Can the commanding officer modify the dependents' orders and authorize the early return of household goods?

Would the member be entitled to dislocation allowance and mileage? And, if during the same fiscal year the Navyman makes a move on permanent change of station orders, would be be entitled to another dislocation allowance? —G. R. M., PNCA, USN.

• *If the advance return of the member's dependents was authorized, the commanding officer may issue the necessary statement of approval which then can be used to support the application for shipment of household goods and support the travel claim of his dependents.*

However, the Navyman would not receive a dislocation allowance since there were no permanent change of station orders involved. But if he receives PCS orders to CONUS and his dependents move to his new duty station, he would be reimbursed for his dependents' travel from the designated place to the new duty station in addition to a dislocation allowance.—ED.

Problems of a Navy Career

SIR: I'm an RM3 with less than four years' service, and married. This enlistment—my first—expires three months before I complete four years' service. One specific reason why I must decide against a Navy career—though I wish it were otherwise—is that I cannot afford to ship over.

My tour completion date for my present assignment coincides with my EAOS. Thus, should I reenlist, I will receive a new set of orders. But when it comes time for transfer I would have to pay the cost of moving my household effects, since the Navy will not pay to move an E-4's household if the individual has less than four years' service.

My request for an extension at this commend has been turned down because I have already had one extension. So there seems to be no way around this ruling—except to make second class.

I asked that my orders might be delayed for three months, or that maybe a few Navy regulations could be bent a little so that my household goods could be shipped at government expense. I even agreed to ship my wife and baby and three stepchildren at my own expense. But all to no avail.

It seems I'm breaking my back to stay in, but the Navy has too many little articles forcing me out. And I'm sure there are more E-4s in this same situation.

Meanwhile, I gave my best to the Navy and the country these past three-odd years, but now it looks like I'm going to be giving my best to a little civilian community after this hitch.

The Navy asks for a lot, but gives little. For another example, as some men advance to higher paygrades they have to spend more time at sea to get just very little shore duty. Some sailors think it better not to make rate so they can spend a little more time at home, or else get out of the Navy completely.

Maybe in the years to come a career-minded Navyman will be able to get married, and at the same time be able to have a career as a low-rated man. I hope so.—R. C. Jr., RM3, USN.

LINED UP—Men and planes of attack carrier USS Coral Sea (CVA 43) line flight deck in display of ship's power as Navy tugboats help her into Seattle.

• *Thank you for your comments. They should be most helpful in pointing out how an individual can become frustrated and unsatisfied with his personal situation because of his lack of understanding.*

Let's analyze your situation, both for your benefit and the benefit of any other E-4s in similar circumstances. First, admittedly you do have a problem. As an E-4 with less than four years' service, you cannot have your household goods shipped at government expense. Period.

The Navy thinks you should be able to. What you obviously don't know is that the Navy has in the past proposed that E-4s who are career designated be permitted to ship their household effects, regardless of length of time served. Since such a ruling would affect E-4s in all the military services, it would require their concurrence before it could be approved. Unfortunately it has not been possible to obtain this concurrence.

You say that the Navy asks for a lot, but gives little; that promotion to higher paygrades results in more sea duty and very little shore duty.

We cannot agree with either of these statements. We are unable to find any evidence that lower-rated men are afforded any precedence over their grade superiors in the sea-to-shore rotation system, as any general rule of operation. Cut-off dates are constantly being revised on the basis of both men and billets available for any particular type of duty.

The Navy has long recognized the undesirability of prolonged family separation, and has constantly sought to minimize sea time as much as possible, while still meeting its operational commitments. In many cases lately the trend has been toward decreased deployment time of operating units to minimize family separations.

Certain technological advances have, in the past decade or so, greatly assisted this effort. The Navy wasted no time, for example, investigating the feasibility of utilizing an electronic data processing system for personnel control. Refinements of this concept subsequently allowed for the creation of the Seavey/Shorvey rotation system, which is designed to provide an equitable division of sea and shore duty for all career Navymen.

However, an individual's specialty necessarily dictates, to a great degree, whether his career will be accented by shipboard or shore-based duty, regardless of how much effort the Navy extends to improve the rotation system. This is a sea-going outfit, and we are sailors all.

It is worth noting, however, that as you read this even more changes to the sea-to-shore rotation system system are going into effect, which will result in three cut-offs a year for each rating instead of one.

You yourself have spent three years of your first enlistment on shore duty in Hawaii, including an extension of your normal tour. We become curious about your dissatisfaction with the rotation system and family separation in the Navy under these circumstances.

As far as your "breaking your back" to stay in is concerned, the evidence is skimpy indeed. Without attempting to offer you personal advice in this column,

COLD DUTY—*USS Mills* (DER 383) supplies weather and navigational information to aircraft in the Antarctic region as part of Operation Deep Freeze job.

we can suggest that you discuss your problems with your personnel officer, who is available and willing to help each of his men in any way possible (and this does not include breaking Navy regulations). He is another example that the Navy has no intention of shirking its responsibility to its men.

And finally, we suggest that an attitude favoring a career as a low-rated man might in itself precipitate frustration and dissatisfaction, because this goes against the grain of Navy career planning. The Navy wants its men to go up—and even to go up or out, depending on the circumstances.

Try to keep this in mind when you sew on that new second class crow, which we have learned you received recently.—ED.

Pay, Allowances and Taxes

SIR: I would like to take issue to your comments about enlisted men receiving sea and foreign shore duty pay and tax-free clothing allowance. You infer that sea pay is tax free. It isn't.

In addition, how many enlisted men were getting $200 per month during the period of 24 Jun 1950 through 31 Jan 1955? A civilian reading this article must have received the impression that an enlisted man was getting quite a salary. —H. F. G., CTCS, USN.

• *If we had said that enlisted men receive tax-free clothing allowances and sea and foreign shore duty pay, we would have to agree with you. But we didn't, so we can't.*

If you will recheck the letter in the December issue, you will notice we said ". . . enlisted men receive sea and foreign shore duty pay and tax-free clothing allowances." We did not imply that sea pay was tax-free.

Now, about the number of enlisted men who received over $200 per month —we checked the 1952 pay scale and found that a petty officer first class with over 10 years' service earned $206.39 in base pay alone. Married men in lower pay grades also earned over $200 per month in take-home pay. For instance, a married petty officer third class with two years' service received a basic pay of $129.95, plus a basic quarters allowance (for one dependent) of $77.10 Without even counting clothing allowance and sea pay, this would give him a total of $207.05.—ED.

Wetting Down Parties

SIR: I have financed a few wetting down parties, and am about to do so again. And each time I'm promoted I begin to wonder, all over again, just how this thing was started.

Not griping, mind you. Just curious. C. A. S., LCDR, USN.

• *We really don't know, either. To the best of our knowledge, the origin of the wetting down party, thrown by an officer when promoted or commissioned, is obscure. It was probably inherited from the British, like so many other naval traditions.*

The best information on the subject seems to be in Welcome Aboard: A Service Manual for the Naval Officer's Wife *by Florence Johnson. According to Florence, the wetting down party was once quite a rough and tumble affair.*

In the Old Navy it was the custom for the officer to wear his new uniform or stripes for the first time at the wetting down. The guests would then proceed to christen the uniform, the occupant, and the commission with whatever liquid refreshment (paid for by the victim) was available.

Over the years, however, Navy life has become more calm, the price of gold braid has skyrocketed and a literal christening is not usually condoned. It might even be considered downright unsociable.

Today the newly promoted or commissioned host (who still finances the festivities), is often presented non-regulation and ridiculous insignia and he may be read equally outlandish citations. It's quite a gala occasion and "Welcome Aboard" suggests a champagne punch or other festive drink might be in order.—ED.

Mal de Mer and Me

SIR: I am a Red Cross worker at NAS North Island. In a past issue of ALL HANDS I read a remark by a sailor that he was "seasick all the way" on a certain cruise.

My heart goes out to him, for I too am a chronic seasick victim. I challenge anyone to beat my record.

It all goes back to my childhood. I experienced my first pains when mother rocked the carriage or the cradle. I got sick riding in a wagon, the trolley car or the subway. As I grew older I found I got sick in swings and hammocks, even if I had my arm around a blonde.

In the high school gym I had to avoid the flying rings and the flying bar. Later I found I could drive a car without discomfort, but as a passenger I had to be very careful. If I look down at the floor for any length of time while the car is in motion, I get queasy. Or if I turn to talk with passengers in the back seat, trouble starts.

My first airplane ride was a disaster. The stewardess was sure I was going to die.

I was shipped to Europe in World War II. Three weeks flat on my back took 30 pounds off of me. And my shipmates insisted the ocean was flat as glass. Most of them could not feel any motion at all, and they decided I was just scared. The fact is, I sat down to my first good meal in a month with the shells flying all around me on the beach at Salerno and never felt better.

I was sitting in a tent one night in Italy when a little earthquake rumbled for about 10 seconds. But that was enough. I had to lie down.

On a trip from Seattle to Whittier in 1958 in a Navy transport I was flat on my back the entire three days. I ate and got sick. I fasted and got sick. I tried fruit, I tried bread and cheese. I took dramamine and bonamine, but neither was any help.

When the ship entered bay waters the problem disappeared, and I could do anything I wanted and eat like crazy. But any slight motion and I was back in the rack.

If I go into one of those crazy tilted houses in an amusement park, disaster strikes. I'm so sensitive that I get sick even by association. Cinerama almost

killed me. Movies taken from shore, showing a ship rolling, won't bother me. But if cameraman is on board and camera is going up and down, look out.

Some years ago I went deep-sea fishing. Zap. Coming back it was foggy, so the skipper had his horn going. Since then, any sound of a fog horn makes me feel quite squeamish.

For some reason the rotation of the earth on its axis or its rotation around the sun doesn't bother me, but if I tried hard enough I imagine I could feel even that motion.

I wonder if anyone has it any worse than I? Also, are there any real cures? —G. K.

• *We were trying to think of something clever as a response to your tale of woe, something that would subtly and delicately inform you that we toughened grains of salt—not being average mortals—are poor counselers concerning the problem of seasickness because it is something unknown to us.*

When, alas, an experience we would sooner forget (and hoped that we had forgotten) crept into consciousness. It revolved around a very unpleasant journey we experienced one time on a field trip. Our news editor, an old salt in his own right, was along on this trip, and we still have not satisfactorily explained to him our 10-minute disappearance during that deep-sea excursion.

Suffice it to say, then, that since each case may vary as to type and severity, there is no universally recognized cure for motion sickness. Many drugs and other methods have been reported to be of benefit and only medical evaluation of the individual can lead to the proper management.

However, we do extend our sympathy, even though it makes us feel proud that the championship seasickness title remains in America.

We can't help but note that, not only do you have a malady to an unusual degree, but you also have a remarkable memory. Seasick *in your cradle?*—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• USS *Curtiss* (AV 4)—The 25th reunion will be held this year for those who were assigned to *Curtiss* when the ship was commissioned in 1940. For details, write to John J. Cummings, Catholic War Veterans Headquarters, Room 4, Borough Hall, Brooklyn, N. Y. 11201.

• USS *Density* (AM 218)—A reunion is planned at the Western Hills Motel, Kansas City, Kans., on 16-18 June. For information, write to La-Verne Bailey, 1513 Bradford Drive, Irving, Texas, 75060.

• USS *Hornet* (CV 8 and CV 12, and Air Groups)—The 17th annual reunion will be held in Philadelphia on 26 June. For details, write to Lawrence P. White, P. O. Box 67, Bethayers, Pa.

• *302d Seabees*—The 18th annual reunion is scheduled for 16-18 July. For further information, write to Martin A. Lowe, 8441 Bayard St., Philadelphia, Pa. 19150.

• *LCI (L) FLOTILLA II*—A reunion is scheduled for the Hotel Kenmore, Boston, Mass., on 13-14 August. For details, write to Paul (Nick) Carter, 804 4th Ave., Iowa City, Iowa.

Alamo *Is Remembered*

SIR: Recent issues of ALL HANDS have listed various ships and units which presently display the Battle Efficiency E. So far, however, you haven't mentioned our ship.

USS *Alamo* (LSD 33) has won every award, except the Gunnery E, for which a ship of her type is eligible. She has the Battle Efficiency E for San Diego-based Amphibious Squadron Three—with a hashmark. *Alamo* also has the red Engineering E with a hashmark, the Amphibious Assault Award with three hashmarks, the green Communications C and the green Operations E.

In addition to winning these awards, *Alamo* placed third in the Ney Award competition for the best small mess afloat in the Navy—For the officers and men of USS *Alamo*—K. L. Lee, CAPT, USN.

• USS Alamo *does her famous name proud. Congratulations. The* Alamo *is remembered herewith.*—Ed.

Chemung *Speaks Up*

SIR: Although this is almost ancient history I've got to get if off my chest. In September of last year you carried a letter to the editor with the heading "Lyrical about *Taluga*." The letter was from someone who was bragging that USS *Taluga* (AO 62) had pumped some 15 million gallons of fuel in more than 150 underway fuel replenishments.

Well, her older sister, USS *Chemung* (AO 30) had pumped more than 25 million gallons in more than 220 unreps by the time she was half way finished with her cruise.

Nobody got lyrical about us, but we did earn an Efficiency "E".— P. J. Goff, BTC, USN.

• Taluga's *accomplishments, although not to be sneezed at, had been*

WHAT A DAY! Crew members of *USS Intrepid* (CVS 11) are still talking about the day Miss Norfolk 1964, Carole Lindsay, was welcomed aboard.

exceeded before we heard from you. We'll be glad to run your accomplishment up the flagpole to see who salutes —as they say in the city.

Whether or not Chemung's *mid-cruise refueling figures have been surpassed will be decided by our readers. Regardless of the outcome, however,* ALL HANDS *passes on its congratulations.*—ED.

How Lucky Can You Get?

SIR: I was very much interested in your account of Seaman Urtchok, who was washed overboard from a destroyer and subsequently washed aboard another ship in his formation (ALL HANDS, December 1964). It reminded me of a similar incident—or possibly the same one—off the east coast during World War II.

At the time I was engineering officer of USS *Eberle* (DD 430) which was en route from Charleston to Norfolk in the company of several other destroyers.

The seas were running high and we received word a man had been lost overboard from another DD in our company. We turned on our searchlights, and many of the crew members came topside to assist the lookouts. Our efforts, however, seemed futile.

Then, much to our amazement on the bridge, the fantail sent word the man was on board. A wave had lifted him above deck level, he had grabbed the lifeline, and was helped aboard by an *Eberle* sailor.—A. C. Mullen, Captain, USN.

• *We're willing to bet it's the same incident. Our guess is not based on proof (of which we have none), but on the improbability of Lady Luck looking so kindly upon two men in one war.*

For the sake of curiosity, it's unfortunate our researchers were not able to discover the names of the two ships involved or to track down that lucky lad Urtchok. But perhaps some salty sailor who was there at the time will remember the incident and supply us with more details.—ED.

Somebody Counted the Days

SIR: As an ex-crew member, I was interested in your comment in Taffrail Talk of the August 1964 ALL HANDS on the WestPac tour of USS *Graffias* (AF 29). You said it was a 2920-day deployment.

Seems to me it was over 3000 days. *Graffias* departed San Francisco on 26 Nov 1955 and arrived at Yokosuka on 14 December that year to begin her epic deployment.

She left Yokosuka some time in early March 1964, bound for 'Frisco. What about it?—George Elieff, MM1, USN.

• *Durn you guys. Won't you let anyone nap a bit? Okay, o.k., according to the ship's deck log* Graffias *departed 'Frisco on 26 Nov 1955 and arrived at Yokosuka on 13 Dec 1955.*

Upon completion of her WestPac tour she departed Yokosuka on 24 Feb 1964 and arrived back at San Francisco on 18 Mar 1964. From the day she left the Golden Gate to the day she returned seems to be 3036 days, using every toe we could muster at the news desk.

One of our writers was TAD when first we counted, and we can only surmise that his 12 toes were sorely missed.—ED.

One Year, Two Years—It's OK

SIR: Article C-1407 of the BuPers Manual provides that extensions and re-extensions, including those for less than one year, may not aggregate a total of more than four years in any single enlistment.

Specifically, if a person extends his enlistment for one year and, sometime

LOOKOUT—*USS Scanner* (AGR 5) uses radar and communications equipment as part of nation's defense system.

COMING IN—Aerial view shows how U.S. Naval Air Station, Agana, Guam, looks to pilot approaching to land.

before the operative date, he has cause to again extend his enlistment for a year, would it be proper to cancel the first extension and execute the second for two years, or should he execute the second extension for one year?—D. H. L.

• *A one-year extension can be cancelled before its operative date for the purpose of executing an extension for two years. However, the additional one year extension is all right, too.*

If the first extension is cancelled, an appropriate Page 13 entry should be made in the service record indicating the reason for the correction as indicated in Article C-1407 (8) of the BuPers Manual.—ED.

Hashmarks Can be a Privilege

SIR: You have a real contrast in two consecutive letters of your December issue. Together, they really prove the disparities in human nature. One letter is full of gratitude for a long and gratifying naval career (Chief Morris, Ret.). The other is a complaining letter bemoaning the "frequent" (every fourth year) need to sew on a new set of hashmarks.

As I think back several years, I recall a great pride in bending on a new hashmark, then two and finally three. And wearing those gold service stripes could hardly be compared to adding a clasp to a ribbon. I see hardly any reward in the latter case.

Boil it down to this: Let's keep both the red and gold service stripes in the Navy, and the distinctive gold rating badges as well. D. A. Cruse, LCDR, USN.

• *Thanks very much for your letter. We appreciate your feelings toward service stripes and rating badges. And we also appreciate receiving comments such as yours on the letters from our readers.*—ED.

Chevrons on Waves' Overcoats

SIR: This concerns Waves wearing rating badges on their overcoats.

Uniform Regs lists the blue overcoat as a required item for chief petty officers only, and as an optional article for other enlisted women. The overcoat (raincoat type) and raincoat (blue, lightweight) are listed as required items for enlisted women other than chief petty officers.

Article 0862 states that women petty officers, first second and third class shall wear rating badges on the overcoat. Which overcoat(s) does this refer to?

Does it mean that rating badges should be worn on both the blue overcoat (which is an optional article for these petty officers) and also on the overcoat (raincoat type), which they are required to have?—H. V. S. YN1, USN.

• *It means that rating badges should be worn on the blue overcoat (which is optional apparel for women petty officers below the rank of chief) by all PO1s and below.*

The overcoat and the overcoat (raincoat type) are different items. The latter is actually a heavyweight raincoat. Rating badges are not worn on raincoats.

In change three to "Uniform Regs.," Art. 0810 was modified by changing the title "raincoat, blue" to "overcoat (raincoat type)."

However, Art. 0862 was not modified, since it was intended that the rating badge should be worn on the overcoat, rather than on both it and the overcoat (raincoat type).

The overcoat and the overcoat (raincoat type) are separately referred to throughout the book to avoid any confusion of one with the other.—ED.

HEART OF AGANA—Operations/Administration building and tower are hub of operations for NAS and SAR.

WEATHER WAS particularly important to early ships such as *USS Congress*. *Rt:* Navy RA5C jets fly into cloud formation.

Forecasting the Weathe

THE PART weather plays in man's daily life has made it a topic of interest—and concern—since the beginning of time. During most of the early days of recorded history, and among peoples throughout the world, weather and, most particularly violent weather phenomena were associated with actions of divine beings.

The Aztec Indians, for example, worshipped a rain god, Tlaloc, making human sacrifices to him to prevent floods and storms or to bring them the rain needed for their crops. Tlaloc, when he was angry, was also considered responsible for sending disease and fever down the mountains on winds. The Aztecs called such winds "bad air." (This translated literally as "mal aria," and for centuries that disease was associated with conditions resulting from the weather in the tropics.)

The Greeks also attributed deviations from fair weather to intervention by the gods, and personified the weather elements themselves. The Greek philosopher Aristotle, in his *Meteorologica*, speculated as to the physical causes of atmospheric changes.

Aristotle's treatise, written in the fourth century BC, was the first serious approach to the study of weather. It remained the standard weather text until the time of the Renaissance, a considerable period.

The more or less philosophic theories of Aristotle could not be converted into scientific principles until the 16th century, when the first weather instruments were developed. These were the thermometer and the barometer. Except for the degree of refinement, these two instruments remain the principal tools of the weatherman's trade to this day.

AEROGRAPHER'S MATE checks surface wind direction and speed with aid of hand anemometer for forecast.

The first practical thermometer was invented by Galileo in 1592. His first instrument was rather crude, but by 1612 he had developed the first liquid-in-glass thermometer. Galileo's pupil, Torricelli, invented the barometer in 1643, and was the first to demonstrate that air possessed weight.

With the invention of the thermometer and barometer, it became possible to take useful weather observations. Meteorology was on its way to becoming a science.

THE FIRST KNOWN attempt at establishing a network of weather observation stations was made in 1653, by Grand Duke Ferdinand II, of Tuscany. He set up a series of observation stations throughout northern Italy. Ferdinand tried without success to expand his network of stations into an international meteorological service. It was nearly two hundred years before the idea of a weather observation network was seriously attempted again in Europe.

In colonial America regular weather observations were taken as early as 1644. Fairly accurate climatological records exist for the settled areas covering most of the colonial period. Benjamin Franklin's experiments with kites are well known. Somewhat less known is the fact that Thomas Jefferson kept a daily log of weather observations. Jefferson con-

PILOTS USE weather information on all flights. *Right:* Knowledge of storms is important to Navy's destroyermen.

Down Through the Years

ducted his weather checks as early as possible each morning and again at 4:00 p.m.

The interests of this remarkable man included chemistry, astronomy, botany, physics, geology and zoology, as well as politics, diplomacy, and architecture, for which he is better known.

For example, Jefferson recorded a temperature of 68 degrees Fahrenheit at 6:00 a.m. on 4 Jul 1776, and high temperature for the day of 76 degrees Fahrenheit. On his way to the state house on that historic day, he bought a new thermometer. Knowing that simultaneous observations from numerous stations would be necessary before a better understanding of weather could be realized, Jefferson collected weather records from places as distant as Canada and the Mississippi Valley. Many of his friends wrote to him for data.

IN THE mid-19th century, Matthew Fontaine Maury, a naval officer whose name is closely associated with naval oceanography and hydrography, organized a system for collecting weather information from the logs of Navy ships and domestic and foreign merchant vessels.

Maury was superintendent of what was then called the Depot of Charts and Instruments. This was later to be redesignated the Naval Observatory and Hydrographic Office. The weather information he obtained from the logs was evaluated and, in 1847, Maury issued his "Wind and Current Chart of the North Atlantic." The following year he issued sailing directions entitled, "Abstract Log for the Use of American Navigators." These were probably the first attempts at using weather information in the planning of naval operations.

MATTHEW Fontaine Maury evaluated and published weather information for use in ship course planning.

The use of Maury's charts and sailing directions cut passage time from New York to San Francisco by nearly 50 days. Time on other routes was cut similarly.

Millions of dollars were saved and Maury became known internationally. He later devised a system for recording wind and oceanographic data, which was adopted for use throughout the world.

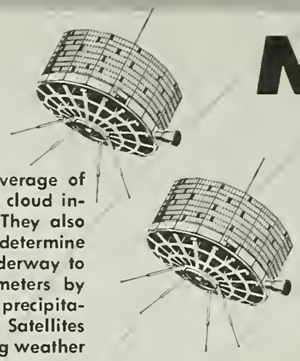
Kite and balloon experiments during the 19th century added considerable knowledge to the study of weather. The experiments permitted observations above the surface of the earth leading to a better understanding of the atmosphere, and the theory of "highs" and "lows" was developed.

THE INVENTION of the telegraph brought renewed interest in the establishment of weather reporting networks. Here at last was the tool that would permit the display and evaluation of current weather data. It had long been known that weather systems could be traced from one map to another, so the next logical step was an attempt to forecast weather. This proved to be more complex than was first thought.

A military advantage which might be achieved by being able to time an operation to coincide with known weather conditions was realized. In

(*Continued on page* 35)

NAVY WEATHE



NAVAL

From the reaches of outer space to great depths in ocean millions of bits of meteorological and oceanograp information are gathered or received daily by the Na Weather Service. The environmental information th gathered is raw data, useless operationally, until it been digested and processed by highly trained person and then disseminated to users. This is the mission of Naval Weather Service, to provide meteorological servi for air, surface and sub-surface operations of the U. Navy and provide oceanographic forecasts for the arm forces in support of military plans and operations.

Since the operations of today's Navy span the earth too, must the Naval Weather Service, in order to give ad quate environmental support. These services are provic not only to minimize the effects of unfavorable conditio

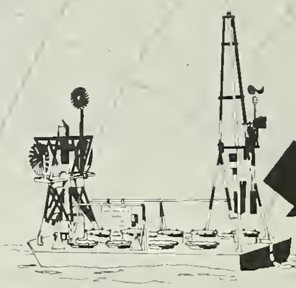
The administrative headquarters, Office of the U. S

WEATHER SATELLITES provide pictorial cloud coverage of the earth and are particularly useful for getting cloud information over remote polar and ocean areas. They also provide radiation readings which are used to determine cloud thickness and distribution. Studies are underway to obtain readings of other meteorological parameters by satellite, including pressure, temperature, wind, precipitation, density, ice distribution and state of the sea. Satellites promise great potential improvements in gathering weather information in the future.

AUTOMATIC WEATHER STATIONS

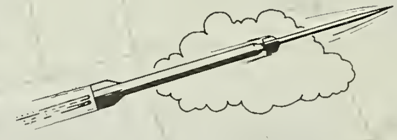
Automatic, unmanned stations relay weather information from remote land and ocean areas. Reports from these areas are necessary to eliminate what would otherwise be information gaps on the weather map. The Navy uses several different types of automatic weather stations for obtaining oceanographic and meteorological data. These range from the free-floating, buoy-type to the highly sophisticated, anchored boat-type such as the NOMAD. The first NOMAD was put on station in the Gulf of Mexico in 1958. In 1960, NOMAD detected and reported Hurricane Ethel. Its successor has a nuclear power package capable of operating unattended for about five years.

Automatic weather stations are also used in polar regions such as Antarctica, where a land-type nuclear powered station has been operating since January 1962.



BALLOONS are indispensable tools for collecting upper-air meteorological data. Hundreds of thousands of balloons, of various types, are used annually to support Navy operations. Small balloons are used to measure cloud height. Slightly larger ones are optically tracked to study winds aloft. Sounding balloons carry instruments which measure temperature, pressure and humidity from the surface to altitudes in excess of 100,000 feet and, when these balloons are electronically tracked, data on wind speed and direction may also be obtained. Giant SKYHOOK balloons, which have an inflated diameter of as much as 300 feet, are used for high-level scientific studies.

METEOROLOGICAL ROCKETS are used to obtain weather data from the surface up to altitudes in excess of 200,000 feet. The Navy has rockets capable of reaching that altitude approximately 100 seconds after launch. At the rocket's maximum altitude the instrument package is ejected from the rocket case and descends on a metalized parachute which can be radar tracked to obtain information on wind speed and direction. Rockets are used mostly for missile and other specialized operations.



WEATHER RECONNAISSANCE

Specially configured aircraft are used for gathering certain types of weather information over remote ocean areas. The principal use of aircraft weather reconnaissance is in the location and tracking of tropical weather phenomena such as hurricanes and typhoons. When an area of possible storm development is detected on the weather map, a reconnaissance aircraft with flight meteorologists aboard is dispatched to investigate. Observations of pressure, temperature, wind and sea state are made, and the horizontal extent and direction of movement of the storm are determined. Instrument packages dropped from the aircraft provide information on the vertical characteristics of the storm. In an active storm flights are made every six hours.

SURFACE OBSERVATIONS

Surface observations, taken by thousands of Navy, Air Force, Weather Bureau and foreign weather service observers, remain the largest source of world-wide weather information. Observations of pressure; temperature; humidity; wind; visibility; weather phenomena; and cloud height, type, and amount; are taken at prescribed times and recorded on stations and ships all over the world. These observations are encoded in an international code form and broadcast to any and all users. Thus, a complete record of surface weather conditions throughout the world can be made for a given time.

The Fleet Numerical Weather its considerable research efforts— grated Fleet Weather Central Sys a vital part of the system. Opera computers at FLENUMWEAFAC per minute directly to computers Northern Hemisphere charts can Centrals, in turn, collect data from type circuits to computers, wher duplicates and then speeded to Computers prepare their foreca physics and hydrodynamics that The equations have been know velopment of the high-speed co time to be of practical use. In the computer performs about thi

In spite of the great improvem by computers and the great pron forecasting for sea areas still rel The forecaster analyzes reports o weather. He sorts out and locat and fronts. He attempts to corr his experience and scientific kn

Developments made in mete mendous and the trend is apt to rocket, and most of all the com great promise for the future. I progress had been made in the fi years than was made in the previ what the next twenty-five year

to the FLEET . . .

SERVICE

t also to help the operating forces take advantage of vorable factors in the environmental situation.

Considering its cosmopolitan interests and its responsi- lity for forecasting in an environment extending from ep in the ocean to the upper atmosphere, the Naval eather Service is relatively small, consisting of about 0 officers and 2000 enlisted men. Its heart is the Inte- ated Fleet Weather Central System, consisting of six eather Centrals and nine Weather Facilities. This system augmented by smaller weather service units ashore and oat. The Weather Centrals are the principal collectors d processors of meteorological and oceanographic data. Facilities support the Centrals but have, in addition, ny and varied special tasks. At the smaller units weather vice personnel interpret the products for local use.

/eather Service, is located in Washington, D. C.

COMMAND & CONTROL CENTERS

As the Navy expands its program of computerized Operations Control Centers, the Naval Weather Service is being called on to provide these centers with environmental data in a form easily digested by the computers. With its own computer system already in operation, Naval Weather Service is well prepared to satisfy this requirement. The Operations Control Centers are being tied into the Naval Weather Service high-speed data network, and environ- mental information is being fed to them directly from the Fleet Numerical Weather Facility through the computer centers of various Weather Centrals. At the Operations Control Centers, the environmental data is filed on mag- netic tape reels, ready to supply up-to-date information to anyone who has a need for it.

SURFACE SHIPS of all types and sizes require weather sup- port and there is hardly a weather factor that can be omitted. Sea state and sea temperature affect sonar capa- bility as well as the maneuverability of ships. Winds not only affect the sea state but are important in aircraft- handling, missile-launching, and radiological fallout plans. Temperatures are important in ballistic settings, fuel con- sumption, and type of clothing used. Radical temperature and humidity changes aloft influence radar and radio propagation.

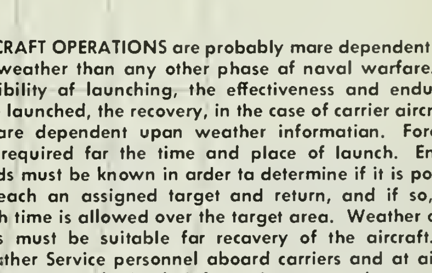
AIRCRAFT OPERATIONS are probably more dependent upon the weather than any other phase of naval warfare. The feasibility of launching, the effectiveness and endurance once launched, the recovery, in the case of carrier aircraft— all are dependent upon weather information. Forecasts are required for the time and place of launch. Enroute winds must be known in order to determine if it is possible to reach an assigned target and return, and if so, how much time is allowed over the target area. Weather condi- tions must be suitable for recovery of the aircraft. The Weather Service personnel aboard carriers and at air sta- tions must supply timely information to squadron and ship commanders to aid them in the decision-making process.

t Monterey, Calif.—because of ministratively a part of the Inte- ll other respects, however, it is ther products are prepared by itted at the rate of 4000 words ajor Weather Centrals. Whole itted in seconds. The Weather s and feed it directly from tele- is checked for garbles, errors, or computer at FLENUMWEAFAC. ving the difficult equations of e processes in the atmosphere. rs, but it was not until the de- at solutions could be derived in g a surface chart, for example, d million computations.

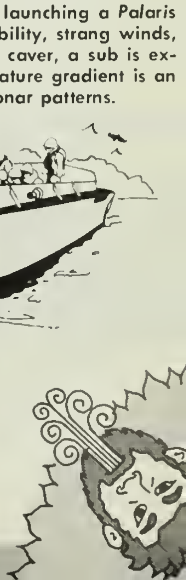
ather forecasting brought about old for the future, the bulk of upon the "experience method." wind, temperature, clouds and systems such as highs, lows, ystems with one another using

ce World War II have been tre- The satellite, the meteorological unknown 20 years ago, show during World War II that more eorology in the preceding 25 ousand. One might speculate on .

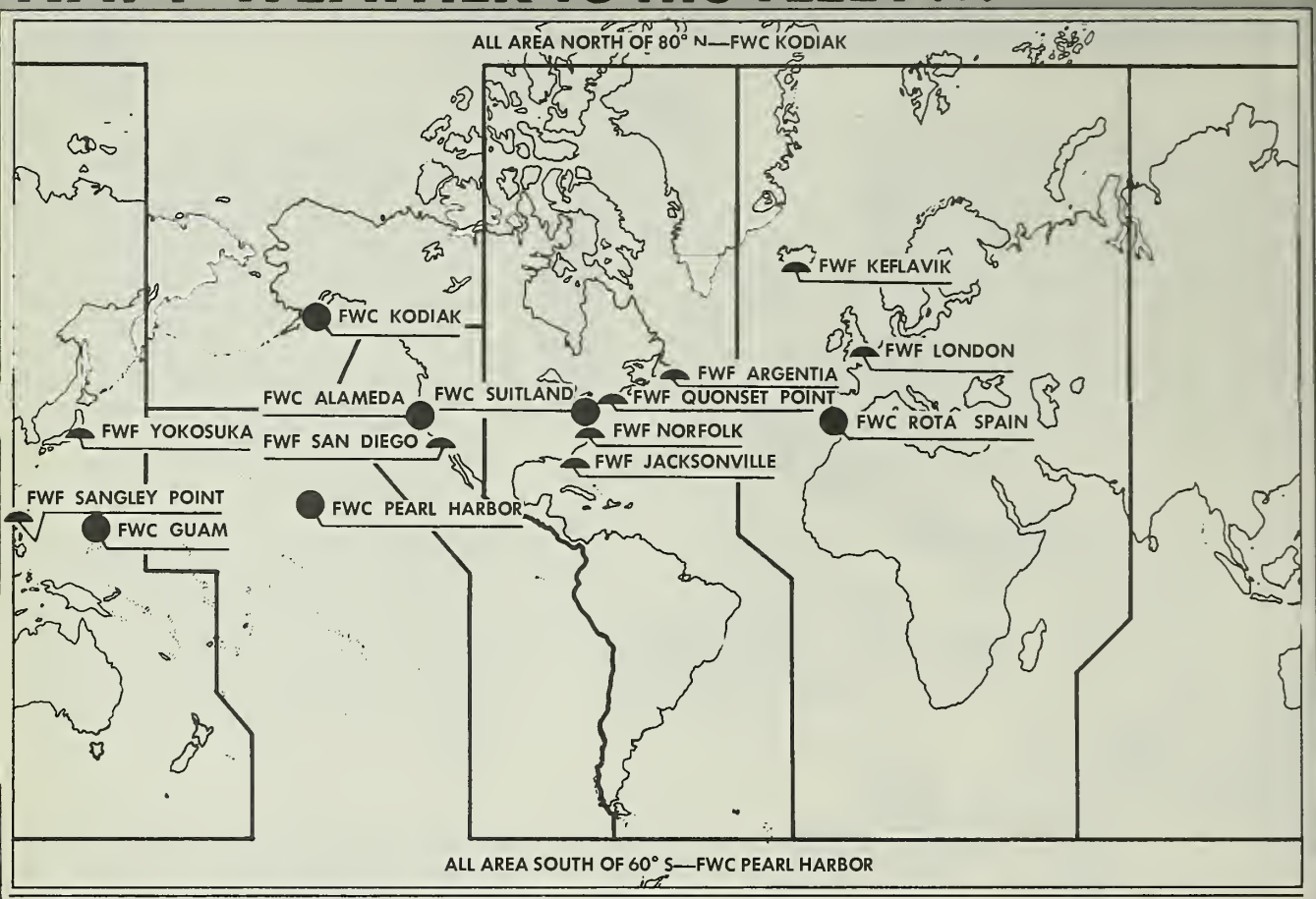
SUBMARINES require environmental support both in launching their own weapons, such as *Polaris* missiles, and in avoiding detection by the enemy. Surface winds, tem- perature lapse rate, sea state and sea ice conditions are important factors to be considered in launching a *Polaris* missile. Under conditions of poor visibility, strong winds, heavy seas or considerable low cloud cover, a sub is ex- tremely difficult to locate. Sea temperature gradient is an important consideration as it affects sonar patterns.



AMPHIBIOUS OPERATIONS require more all-around en- vironmental support than any other naval operation. Sea conditions determine the feasibility of putting men and boats over the side, and surf conditions determine whether or not they can be landed. Atmospheric conditions, such as fog, could limit or even stop the entire action. Cloud cover might restrict or prevent air cover. The task force meteorologist must advise the commander of all the many environmental factors which might affect the operation.



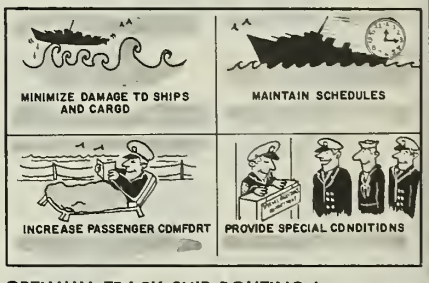
NAVY WEATHER to the FLEET...



● LOCATIONS OF FLEET WEATHER CENTRALS—FWC ◡ LOCATIONS OF FLEET WEATHER FACILITIES—FWF

STAFF WEATHER BRIEFING is one of the most important tasks performed by Weather Service personnel. Since environmental parameters affect every Fleet operation, forecasts of these parameters are an essential element in the decision-making process. Fleet and force commanders are continuously kept advised of environmental influences on operations.

ASW FORCES require subsurface, surface, and atmospheric environmental predictions. The Fleet Numerical Weather Facility prepares, by computer, prognostic charts of many of the needed elements for the entire Northern Hemisphere. Using objective methods, Fleet Weather Central Guam prepares similar charts for the Western Pacific area.



OPTIMUM TRACK SHIP ROUTING is an operational program employing special techniques for selecting the best predicted routes for ships. Factors considered are wind speed and direction; wave height, period and direction; and ship performance. The objectives of OTSR are to minimize crossing time, passenger discomfort, and damage to ship and cargo.

ICE RECONNAISSANCE & FORECASTING render valuable service to ships providing logistic support to polar bases. Ice observer personnel map the ice and prepare pictorial presentations showing concentration, size, stage of development, phenomena and topography. Using the information gathered by the observers, forecasts of ice coverage and movement are made.

RESEARCH AND DEVELOPMENT help to increase our knowledge of the dynamics of the atmosphere and to develop new techniques and equipment. The Navy has been responsible for many new developments in the field of meteorology. Numerical Weather forecasting, for example, began under Navy sponsorship.

NAVAL RESERVE Weather Service personnel participate in training drills and annual active duty at locations throughout the U. S. These "Weekend Warriors," both officer and enlisted, have taken part in many major Fleet exercises and stand ready to augment the active forces in the event of an emergency.

METEOROLOGY REPORTS on weather conditions are gone over in briefing session as pilot lays out flight plans.

(*Continued from page* 31)

the Crimean War, both the British and the French attempted to apply the new art of weather forecasting to their operations. The forecasts of that day, however, proved to be little better than a wild guess, so interest declined.

Many of the technological innovations during World War I were highly dependent upon weather conditions. The zeppelins, observation balloons, gas projectiles, and aircraft were all greatly affected by weather. This brought about a renewed interest in military weather forecasting.

The advent of naval aviation created for the sea service a new need for accurate information. On 8 May 1917, a request was made to the commandant of Naval Air Station, Pensacola, to employ a competent civilian to keep records of "air conditions" and other meteorological phenomena at the air station.

In December of that year, Assistant Secretary of the Navy Franklin D. Roosevelt wrote to a friend, Dr. Alexander McAdie, director of the Blue Hill Observatory, Harvard University, suggesting that he enroll in the Naval Reserve for the purpose of organizing a naval aerological organization. Dr. McAdie accepted Assistant Secretary Roosevelt's invitation and was appointed in the rank of lieutenant commander.

Lieutenant Commander McAdie set to his assigned task, establishing training schools for officers and enlisted personnel.

In 1919, the Naval Aerological Service was officially established within the Bureau of Navigation.

The Bureau of Aeronautics was established within the Navy by Act of Congress in 1921. Naval aerology was incorporated into the new bureau, and it remained there until it was transferred to the office of the Chief of Naval Operations during World War II.

MEANWHILE, meteorological theory, to which little had been added from the 1860's until World War I, began to develop and mature. Norwegian meteorologists conducted intensive studies from which the "air mass" and "frontal" concepts emerged. Meteorology changed from an art to a science.

The Naval Aerological Organization grew from a corps of 50 officers and 200 enlisted men manning 31 stations during World War I to approximately 90 officers and 600 enlisted men at 124 units at the beginning of World War II. During the Second World War the service reached a peak of 1318 officers and 5000 enlisted men manning 1588 units.

NAVIGATORS in Navy aircraft keep abreast of latest weather developments, plot courses accordingly.

Weather information became an important element in the planning of naval operations during World War II. Both sides used weather forecasts in an attempt to achieve an edge. In the invasion of Attu, nearly three thousand men were put ashore on the fog-shrouded island before the Japanese realized they were being invaded. The D-Day landings at Normandy were delayed a whole day because of a weather forecast. The fast carrier task forces frequently used weather to cover their approach and operations.

This was a bit different from the disastrous expedition of the Spanish Armada—which encountered a storm when it had barely reached open water outside Lisbon.

In the post-war years, as the Navy moved into the nuclear, electronic, and supersonic age, the requirements placed on the Naval Aerological Service increased by leaps and bounds. All types of fleet units were receiving weather support. The title, "U. S. Naval Aerological Service," no longer seemed appropriate. In 1957 the name was officially changed to the U. S. Naval Weather Service. And so it remains today—Naval Weather Service—providing service to the Fleet.

—LCDR T. V. Fredian, USNR

TODAY'S NAVY

JET TURBINE helicopter, called a *Whirly-Mite*, is demonstrated for helicopter pilots at Ellyson Field, Pensacola. Platform prevents flights over three feet.

Morning-After in Kodiak

An earthquake comes and goes in a jiffy, but man long remembers it as he undertakes the task of repairing the damage and destruction fashioned in those few seconds.

This clean-up/repair job has been the primary task at Naval Station, Kodiak, Alaska, since last March, when earthquakes severely rocked our 49th state.

A shift in the island's land mass caused the area around the naval station to subside about five and a half feet, creating a flood danger to cargo and fuel piers. Normal high tides now rise over five feet above their previous levels.

This situation hampers the work of replenishment ships, which carry supplies and construction materials to the island. The difficulty of unloading operations has increased. Ice and winter tides further complicate this problem.

Restoration work started immediately after the earthquake, as architects and engineers arrived in Kodiak to evaluate the damages.

To date, a dike has been constructed to protect hangars, runways and taxiways from further flooding. Sunken hangar aprons had to be jacked and grouted.

Remaining work to be done includes rebuilding the periphery area of the hangar parking apron, runway fringes open to the sea, access roads to the station and the harbor breakwater. The fire station, boat house, transformer building and supply warehouses are likewise in need of repair.

Also, a new recreation building has been planned to house an eight-lane bowling alley, hobby shops and offices.

All of which proves the worst part of an earthquake is not necessarily the few seconds of the quake itself.

BUILDERS OF THE NAVY

Dr. Usher Parsons had the unenviable job of being the only surgeon available during the Battle of Lake Erie. He served with Perry in *Lawrence* and operated in *Lawrence*'s wardroom which was nearly level with the water. Cannon balls literally crashed thraugh the wardroom in which he worked and one killed twa men lying on the operating table. Because every man who cauld be spared was needed ta fight on the deck, Dr. Parsons often carried on alone. During the battle, Dr. Parsons dressed the wounds of many men before transferring with Perry to *Niagara*.

Big Ocean, Big Job

No matter how detailed a map you consult, the Pacific Ocean will be big. And the 49 officers and men of Explosive Ordnance Disposal Unit One (EODU-One) are prepared to go to any spot in this area. They are on call to dispose of unexploded ordnance made by anyone in the world.

With that kind of a job, they have to know a lot about nearly every kind of explosive device. They are qualified to dismantle weapons ranging from Civil War cannon balls and wooden-keg mines to the latest in guided missiles.

Before any of them could become EOD men, all had to pass 27 weeks of rigorous training at the U. S. Naval Explosive Ordnance Disposal School at Indian Head, Md. Volunteers must be third class petty officers and above, and their mechanical and general classification tests must be above average.

Prior to this training, they attend an eight-week EOD/Scuba course at the Underwater Swimmer's School at Key West Fla., where they learn the techniques of diving with several types of scuba equipment. Officers and enlisted men receive the same training.

But EDOU-One does more than explode ordnance. Recently, the unit blasted a rock shelf in the Pearl Harbor entrance to make it easier for large ships to navigate.

Before the construction of the Arizona Memorial was begun, these men surveyed the area around the sunken battleship to check if any hazardous conditions were present.

EODU-One men also work with the U. S. Customs Department. Often they check the hull of a ship which is believed to be carrying smuggled goods.

When the men aren't out on a job, they are either in class or repairing the Unit's boats and testing the diving equipment.

To maintain their eligibility, EOD men must pass an annual diving physical conducted by a diving medical officer, and they must return to Indian Head every three years for a 10 week refresher course.

Three-man EOD teams are strategically located throughout the Pacific, but if the unexpected arises, the men of EODU-One can be on their way in less than two hours.

What a Way to Start a Day

Not every Navyman's day begins with a chase, a capture, a beating and a recommendation for a citation.

Early one morning Gordon Hastings, a storekeeper second class stationed in Los Angeles, heard the cries of a 68-year-old woman. As he ran out of his house in his stocking feet to see if he could help, he saw two assailants take the woman's purse and run.

Although they were dressed in men's clothing, the thieves turned out to be two women. Hastings ran after them and, when they split up, he continued to chase the one who still had the purse. Once he caught her, he forced her to return to the scene.

When the prisoner asked that he loosen his grip on her arm, Hastings released his hold and told her to walk ahead of him. Desperately the prisoner turned on the Navyman with a punch that broke his nose and caused a deep gash next to his right eye. Bleeding badly, Hastings could not chase the thief, but he was able to return the purse to the owner, who, by this time, had summoned the police.

Hastings' commanding officer praised him for upholding the finest naval traditions and recommended him for a citation.

Taste of Shipboard Life

Marine families enjoy shipboard life. A group of military and dependent guests from the Marine Corps Air Station, Iwakuni, Japan, were given a first-hand look at Navy life on board uss *Oklahoma City* (CLG 5) and they came back full of praise.

The visitors boarded the Seventh Fleet flagship at Iwakuni for a one-day trip to Beppu. They began the cruise by watching the sea and anchor detail go through its getting-underway routine.

Once the ship was at sea, they were given a tour of the guided missile light cruiser, starting with a weapons demonstration. This was followed by an explanation of the equipment and procedures used on the bridge.

Then, in the Combat Information Center and Weapons Control Room the visitors received a brief explanation of the radar and armament.

SHUTTER-BUG—Navy RA-5C *Vigilante* carries cameras as part of intelligence data gathering equipment. Plane is part of carrier-based intelligence system.

A color guard ceremony, held as the ship entered Beppu harbor, climaxed the six-hour trip.

Amateur Recruiter

The Navy can be a pretty good deal, but it usually takes a bit of getting used to. And human nature being what it is, very few Navymen go on boot leave with a soft spot in their hearts for the old hometown recruiter.

Not long ago the San Francisco recruiters signed up a young lad for one of the officer programs and shipped him off to OCS. Several months later this same fellow walked into the office, complete with a set of ultra-shiny shoulder boards each bearing a single gold stripe. He was on his first leave. He thought the Navy was such a fine place to be in that he wanted to donate his services to the officer procurement section. Spreading the gospel, so to speak.

Recruiters are not ones to look a gift horse in the mouth so, during the following days, the new Navyman accompanied the procurement teams (who thought the whole idea was just fine, but a little bewildering) on visits to nearby colleges, where they gave lectures on the aspects of Navy life.

During these talks, the ensign was exhibit A. Fresh from OCS, transformed overnight from a college kid into a naval officer, he could tell many a sea story about the first few landlubbing weeks of life as an officer (or hopeful) in the U.S. Navy.

The approach hit the jackpot. Maybe it was the officer's new and spotless uniform, or perhaps it was the fact he was soon to go aboard a boat . . . ship . . . called uss *Henrico* (APA 45) which, he hinted, would probably go to WestPac soon. WestPac, he would explain to the uninitiated civilians, was the orient. (In reference see *Teahouse of the August Moon.*)

Whatever the reason, the number of officer applicants soared, and when his leave ended Ensign P. R. Lynch, USNR, left for sea duty with a grateful letter of appreciation from the recruiters safely tucked away in his seabag.

In such ways are traditions begun.

DIVING SAUCER (DS 2) goes down for Naval Missile Center tests of underwater detection and search.

BIG SHOT—FBM sub sends *Polaris* missile sky high during test firing.

Polaris in PacFlt

POLARIS, as reported in last month's ALL HANDS, is now in the Pacific.

The first regular FBM submarine Pacific patrol got underway just before the new year arrived, and brought the total number of *Polaris* submarines that have been deployed to 20. Here's a report on the ballistic missile subs in that arena.

USS *Daniel Boone* (SSBN 629), carrying new long range *A-3* missiles, became the first FBM sub to take up a Pacific vigil. She departed from her anchorage at Apra Harbor, Guam, on 26 Dec 1964 for a normal two-month underwater patrol.

Her sister ship USS *Tecumseh* (SSBN 628) has also joined the newly established Submarine Squadron 15 in Guam for initial deployment. Five more *Polaris* subs are presently scheduled to join the squadron, including USS *Ulysses S. Grant* (SSBN 631) and *Stonewall Jackson* (SSBN 634)—both already in commission—and three others which are under construction. All will carry the 2500-mile *A-3* missile.

A veteran ship of the first FBM sub squadron has arrived at the anchorage to service the squadron's ships. USS *Proteus* (AS 19), which first began servicing the U. S. deterrent force from her station in Holy Loch, Scotland, in March 1961, is now halfway around the world from that spot performing the same work.

Like all *Polaris* submarines, the Pacific Fleet ships have two complete crews, the blue and gold, with about 130 officers and enlisted men each. These crews and their families will be homeported in Hawaii. At the conclusion of each two-month patrol crew members will be airlifted to Hawaii for leave and refresher training.

The Fleet Submarine Training Facility, with equipment duplicating that found on an operational *Polaris* submarine, is located at Ford Island, Pearl Harbor.

OTHER YEAR'S END reports from the Pacific highlight important 1964 activities of the command which covers over 80 million square miles of ocean.

Probably the most significant event occurred in August, when the Seventh Fleet retaliated against communist-controlled North Vietnam for unprovoked attacks on U. S. ships in international waters. Air sorties flown from the carriers USS *Ticonderoga* (CVA 14) and *Constellation* (CVA 64) destroyed torpedo and gun boat installations, boats and fuel storage dumps in North Vietnam as a result of successive surprise attacks against the destroyers USS *Maddox* (DD 731) and *Turner Joy* (DD 951).

Pacific Fleet units continued their job of policing the vast territory of the world's largest naval command. They performed many mercy missions for distressed ships and assisted in aftermath rehabilitation of earthquake-stricken Alaska.

Last year also saw the visits of Fleet units to the Indian Ocean, giving people in bordering countries—including some on the African continent—an opportunity to observe elements of the U. S. Navy.

Saving lives is not always restricted to the scope of military operations in the Pacific Fleet. In 1964 one of its components—Naval Medical Research Unit Two—helped curb cholera epidemics in Korea, Thailand, Taiwan, Borneo, Hong Kong, Pakistan, Malaya, South Vietnam and the Philippines.

SEVERAL NEW SHIPS were added to maintain the Fleet as a modern fighting force. These included four guided missile frigates, four guided missile destroyers, a combat stores ship, a high speed combat support ship, an amphibious command ship, a cable repair ship, a converted guided missile cruiser and a conventional submarine, in addition to *Proteus* and two FBM submarines.

Also, 19 ships were modernized under the FRAM program.

Training operations continued. Exercises with and without allied naval units are an important function. Concentration is on striking forces and the elements which support them. These exercises are of all types and sizes, and deal with every aspect of modern warfare.

It's a big beat that PacFlt polices, and as 1965 begins, this force is perhaps better equipped for its job than it ever has been.

OFF DUTY—Submariners relax in bunks while aboard an FBM sub on patrol.

Monrovia Loves Venice

There are some fine liberty ports scattered around the world, and everyone has his favorite. Just now, the Navymen and Marines of USS *Monrovia* (APA 31) are enthusiastic about Venice, Italy.

It figures. Any city which would build and dedicate a statue in honor of Casanova is bound to be interesting.

Monrovia pulled into Venice late last year, closely followed by USS *Donner* (LSD 20) and USS *Waldo County* (LST 1163). The three ships claim to be the first U. S. amphib vessels to enter the city since 1959.

Although the tourist season was technically over, the Navymen shared the city with a number of civilian sightseers. Many of these visitors made a point to come aboard *Monrovia*, and the ship logged over 1000 persons during a two-day open house.

Among the other attractions of Venice were the Palace of the Doge (the center of government during the eighth century Republic of Venice), the home of Marco Polo, open air cafes and, of course, Casanova's statue.

If you want to believe *Monrovia's* crew, there's nothing like a nice gondola ride after weeks at sea.

VENETIAN VIEW—*USS Monrovia* (APA 31) enters Venice for week's visit. *Monrovia* was one of first amphibious ships to visit the Italian port since 1959.

New Ships in Your Future

New ships mean progress, and there has been quite a bit of activity on the ship construction scene. The Fleet now has three new members, three other ships were launched, others have received names, while construction of two ships has only begun.

The attack aircraft carrier USS *America* (CVA 66) was commissioned at the Norfolk Naval Shipyard, Portsmouth, Va. Although the Navy has used three earlier *Americas*, the carrier is the first ship built for the Navy to bear the name.

America is 1047 feet long, 252 feet wide and has a full-load displacement of 77,600 tons. She is the eighth attack carrier built since World War II, and is armed with the *Terrier* surface-to-air guided missile.

Her keel was laid 9 Jan 1961, and she was launched 1 Feb 1964.

The amphibious assault ship USS *Guam* (LPH 9) was commissioned at the Philadelphia Naval Shipyard. The 18,000-ton ship will be assigned to the Atlantic Fleet.

Although this new *Guam* is the third ship to bear the name, she is the first named for the battle which liberated the island from the Japanese during World War II.

Amphibious assault ships were originally conceived by the Navy-Marine Corps team to transport troops and their equipment to a beachhead and then, by helicopter, lift them behind the beach. *Guam* can carry either 20 CH-46 *Sea Knight* or 30 CH-34 *Sea Horse* helicopters.

Guam is the fourth ship to be built from the keel up as an LPH, and is the third built at the Philadelphia Naval Shipyard. Her two predecessors, USS *Okinawa* (LPH 3) and *Guadalcanal* (LPH 7), are now operating with the Atlantic Fleet. USS *Iwo Jima* (LPH 2) was built at Bremerton, Wash., and operates in the Pacific.

DOCKED—Floating crane rests high and dry in floating drydock as it undergoes repairs at Pearl Harbor.

The destroyer escort USS *Garcia* (DE 1040) was commissioned at San Francisco, Calif. The ship is named in honor of the first native of Puerto Rico to be awarded the Medal of Honor, PFC Fernando Luis Garcia, USMC.

Garcia has bow-mounted long range sonar, variable depth sonar and carries the drone antisubmarine helicopter (*Dash*), antisubmarine rocket (*Asroc*), antisubmarine torpedo launchers and a single 5-inch/54 caliber gun mount.

The destroyer escort is 414 feet long, has a 44-foot beam and displaces 3400 tons. Her keel was laid 10 Oct 1962, and she was launched 31 Oct 1963.

The nation's second nuclear powered guided missile frigate *Truxtun* (DLGN 35) was launched at Camden, N. J. The new frigate is the fifth Navy ship to bear the name of Commodore Truxtun who supervised the building of the frigate *Constellation* and became her first commanding officer.

Truxtun will have a combined capability for antiair and antisubmarine warfare. She will be armed with one twin *Terrier* missile launcher, one 5-inch/54 caliber and two 3-

inch/50 caliber gun mounts. She will also be equipped with a bow-mounted long range sonar, antisubmarine rocket (*Asroc*), Drone Antisubmarine Helicopter (*Dash*) and the Navy Tactical Data System (NTDS). The frigate will carry a crew of 27 officers and 452 enlisted men.

She has an over-all length of 564 feet, a beam of 58 feet and a full-load displacement of approximately 9000 tons. Her keel was laid 17 Jun 1963.

As the fourth nuclear powered surface ship to be built, *Truxtun* will be powered by two reactors similar to those in operation aboard uss *Bainbridge* (DLGN 25). Other nuclear powered surface ships are the aircraft carrier uss *Enterprise* (CVAN 65) and the guided missile cruiser *Long Beach* (CGN 9).

The fleet ballistic missile submarine *Kamehameha* (SSBN 642) was launched at the Mare Island Naval Shipyard, Vallejo, Calif.

The submarine is named for the Hawaiian chief who, in 1795, gained control of the Hawaiian Island after several years of civil war. He then established a stable government.

Kamehameha's keel was laid on 2 May 1963.

The destroyer escort *Albert David* (DE 1050) was launched at Seattle, Wash.

As a *Garcia* class DE, *Albert David* is designed for antisubmarine duty and will be equipped with a drone antisubmarine helicopter (*Dash*), antisubmarine rockets (*Asroc*), and antisubmarine torpedo launchers. She will also have two single 5-inch/54 caliber gun mounts.

WEATHER BALLOON will tell wind direction and velocity at high altitudes as AG's track it from ground.

Three nuclear powered attack submarines under construction now have names, and all three are the second submarines to bear their respective names.

Puffer, the name assigned to SSN 652, is named after a salt water fish which inflates its body with air. Her keel was laid in Pascagoula, Miss., last month. The World War II *Puffer* was sold in July 1960.

The submarine SSN 662 received the name *Gurnard*, and is named after a spiny-finned fish with an armored head. Her keel was laid in December 1964 at the Naval Shipyard, Mare Island, Calif. The first *Gurnard* was sold in September 1961.

Narwhal, a whale-like mammal found in the Arctic Ocean, was assigned to SSN 671. The first *Narwhal* was a World War II submarine which was sold in November 1946. The new ship is under construction at Groton, Conn.

The Bureau of Ships has awarded a contract to a California firm for the two combat store ships AFS 4 and 5. When completed, these two ships will bring to five the number of vessels of this class.

Two are already commissioned, uss *Mars* (AFS 1) and *Sylvania* (AFS 2). The AFS 3, which has not yet been named, is scheduled to be launched in early 1966.

Both new ships will have an overall length of 581 feet, a maximum beam of 79 feet.

F-111 Test Flight Successful

The supersonic F-111, a multi-purpose craft which can spread its wings for slow flights and retract them for high speeds, took off from Carswell Air Force Base, Texas for a 21-minute maiden test flight.

The performance of the F-111, formerly known as TFX, brought praise from many quarters although its two-man crew were unable to retract the plane's wing flaps after takeoff.

This failure, however, was termed as minor by the project directors who scheduled a second flight to follow within two weeks. Although F-111 is capable of flying at 2.5 times the speed of sound, it was flown at only

LOTS OF GLITTER—NAF Monterey's pistol team, led by John C. Simms, ADR2, has collected 88 awards in nine matches.

230 miles per hour during the test with its wings fixed at a 26-degree angle. The plane used 3000 feet of runway for takeoff.

The versatility of the F-111 is expected to meet the demands for mobility, supersonic performance and striking power which the Navy requires.

Career in the Underwater Navy

Lieutenant George W. Fields who, by his calculation, was one of the first men to qualify in a nuclear powered submarine, retired recently at the ripe old age of 38 after nearly 23 years of naval service. When he enlisted in 1942, he was only 15 but he felt older—he joined up the month after the attack on Pearl.

Field's first year as a salt water sailor was spent in USS *New Mexico* (BB 40). After that, he was assigned to his first submarine, USS *R-1*, and he was hooked. *R-1* was the first of nine submarines to which he would be assigned during his career.

One of the more unusual subs in which he served was the Japanese *I-14*. In 1945 Fields was a member of the relief crew on board USS *Fulton* (AS 11) and was assigned to the prize crew which took over *I-14*. He remained on board the captured vessel for nearly six months.

Throughout his enlisted career Fields served as a torpedoman and earned his chief's hat. Recognizing a good thing when he saw it, he volunteered for nuclear training and duty in *Nautilus* (SSN 571) in 1953. After he had completed the school, he joined the pre-commissioning crew and served on board until 1957.

He was in *Nautilus* on 17 Jan 1955 when she flashed the message "Underway on nuclear power" thus inaugurating a new age in naval propulsion. Fields was also on board *Nautilus* when she passed within 180 miles of the North Pole. At that time, he and his fellow crew members were farther north than any other men in a ship had been before.

After his duty in *Nautilus*, Fields moved to USS *Swordfish* (SSN 579) where he remained as Chief of the Boat until he was commissioned in 1960. As an officer, he served at the Naval Ordnance Depot at Pearl Harbor and, at the time of his retirement, in his old ship, *Fulton*, at New London, Conn.

Lieutenant Fields has only one regret concerning his naval service—one of his Navy years was not spent in the submarine service.

FROM THE SIDELINES

FROM TIME to time we hear of a golfer driving shag balls from the fantail of his ship, football games on flight decks, and stick hockey on destroyers, but USS *Markab* (AS 23) crewmen have to take the cake.

They have a sports car track aboard ship.

The track, of course, is used for racing slot cars. A four-slot layout made of sheet metal, the 70-foot track has curves, hills and chicanes (points at which the slots squeeze together so cars in adjacent lanes can collide).

Pegs are mounted between the front wheels of the cars to keep them in the slots. Power is transmitted to the cars through metallic tapes in the slots, and governed by rheostats operated by the drivers.

The cars are accurate scale models of stock, customized, sports and formula autos. Most have been built by their owners.

Since the Markab Engineering Model Racing Club (MEMRC) was formed last summer, informal races have been conducted any time two or more members have had a spare moment at the same time.

★ ★ ★

In Pearl Harbor, USS *Lansing* (DER 388) has accomplished a couple of notable firsts: First ship of its size to win the Commodore's Cup in *DesFlot Five*, and first ship to win both the cup and the Intra-Flotilla Olympics in the same year.

Lansing, one of the flotilla's smallest, won the cup in competition with 23 other destroyers. Firsts in softball, basketball, pistol shooting and the Olympiad, and second place finishes in bowling, volleyball and swimming gave the destroyermen the needed points for the trophy.

In true underdog fashion, the *Lansing* men came home from more than half a year at sea, and had to finish the annual schedule in five months. Double-headers in softball, football and basketball, and one softball triple-header helped them catch up to, and surpass, their rivals.

A lot of effort, perhaps, but that's how trophies are won.

★ ★ ★

Speaking of winners, a recent photo in the weekly paper of NAAS Ream Field, Imperial Beach, Calif., depicts a spread of trophies and awards so great that they could barely be squeezed into camera range. All belong to one man (and amount to only half of what he owns)—Franchot M. Sandoval PN3—and all are evidence of his excellence in the sport of bowling.

Sandoval, whose book average is 203, has bowled three perfect games (two in one day, according to our source). For a 300 effort in league play he once received $250 cash, a diamond ring and a watch. And some of us would be pleased to break 165.

★ ★ ★

Three is also a lucky number for Chief Warrant Officer Harold F. Sessions, of USS *Kitty Hawk* (CVA 63). It represents the number of holes-in-one he's made in eight years of golfing.

The latest of the terrific trio came late last fall at Bremerton, Wash.

It's likely that he is remembered at the Navy golf course in San Diego, for he scored the other two aces there—the first in 1957 on the fourth hole, the second in 1961 on number five.

For his latest feat, CWO Sessions received trophies from BuPers and from a golf equipment manufacturer.

—Kelly Gilbert, JO2, USN

SERVICESCOPE

Brief news items about other branches of the armed services.

REPLACEMENT—Coast Guard light tower off Cape Fear, N.C. replaces 34-year-old lightship at Frying Pan Shoals.

A COAST GUARD light tower has replaced the Frying Pan Shoals lightship southeast of Cape Fear, N. C. The lightship had been in operation there for 34 years.

The new tower was designed by the Coast Guard to withstand the impact of extraordinary wind and wave actions. The 500-ton deckhouse of the tower stands on four steel legs, which are encased in 36-inch diameter steel pilings driven 293 feet below the ocean floor.

Living quarters, a radio beacon, and communications and oceanographic equipment are included in the deckhouse. Its roof serves as a landing platform for helicopters. On one corner of the deckhouse is a 32-ft. tower supporting the radio beacon antenna and a lantern housing a 3.5 million candlepower light, which is visible up to 17 miles.

A crew of six operates the new navigational aid, as compared with the 16 to 20 men needed for the lightship.

The lightship will go to Cape May, N. J.

A PROTOTYPE of the rugged little XM 561 tractor-trailer vehicle has been delivered to the Army for testing and evaluation at the Aberdeen Proving Ground in Maryland. The carrier has a load capacity of one and one-quarter tons and will fill the gap between the quarter-ton jeep and the two and one-half ton cargo carriers presently in production.

The new carrier consists of a four-wheeled tractor and two-wheeled trailer, both of aluminum construction. They are connected by a jointed hitch system, enabling all six wheels to remain on the ground when the going gets rough.

Terrain which would bog down a conventional vehicle will not hinder the XM 561. It is amphibious and is light enough to be delivered by helo or parachute. In addition, various kits make it possible to convert the XM 561 to a weapons carrier, ambulance, command post, fire direction center, mobile communications center or firing platform for missiles.

The Army and Marine corps will receive 13 more prototypes in May 1965. They will undergo testing in Alaska, Kentucky, Arizona, Virginia, Georgia, Oklahoma and the Canal Zone.

SOMETIME IN THE MIDDLE of this year, the Air Force will launch into outer space a test frame carrying four types of solar cells. Scheduled to be in orbit for 30 days, the cells will be compared for their ability to convert the sun's heat into electricity. All have special instru-

ARMY is testing XM 561 jointed cargo carrier, which goes equally well in the water *(left)* or over roughest terrain.

ments to transmit data to ground stations concerning operating conditions and electrical conversion capabilities of the cells.

The frame will be launched at Vandenberg AFB, Calif. A self-erecting boom will hold the test frame in an elevated position above the orbiting vehicle. A special sun-sensing control system will keep the frame facing the sun.

These cells will have to cope with vibration, mechanical shock, heat, cold, vacuum, ultraviolet radiation and radiation from Van-Allen and man-made belts of electrons and protons.

Although two of the four cells have never been checked under orbital space conditions, all have been extensively ground tested in sunlight.

The experiment will also determine the accumulated deterioration of the cells. For the first five days, information will be recorded from the cells, then they will lie dormant until the final three or four days. Then another reading will be taken.

★ ★ ★

CHANCES ARE you'll never be gigged for being three billionths of a second late for muster, but there is a way to detect such tardiness. The Army's new lightweight atomic clock marks time accurately to a ten billionth of a second.

The atomic clock is not new. Many models, each weighing several hundred pounds, are in use in laboratories.

The Army's new timepiece is lightweight by comparison—tipping the scales at a mere 44 pounds. It's a one cubic-foot package manageable by one man and rugged enough for field use.

Close time measurements are necessary for many scientific and military purposes, including the setting of extremely close radio frequencies, accurate tracking of missiles and satellites, and the synchronization of radar nets.

The new atomic clock can be put into operation in about 15 minutes and runs on standard 110-volt current, the 24-volt output of military vehicles, or both sources combined. Batteries automatically take over without disruption if either of the other power sources fails.

A natural element—rubidium—gives the clock its accuracy and stability, measuring time with a gain or lag of only one second in about 300 years.

★ ★ ★

MILITARY STRENGTH of the armed forces, as of 31 Dec 1964, totaled 2,659,767. This is a decrease of 16,394 from the total strength a year ago on that date.

Preliminary December strength figures for the other services, with comparative 1963 figures, were:

	1964	1963
Army	964,983	954,225
Marine Corps	188,495	188,650
Air Force	841,000	869,243

By comparison, the Navy's strength (according to preliminary figures) was 665,289 on 31 Dec 1964, and 664,043 on that date in 1963.

The figures represent full-time military personnel comprising both regulars and reserves on continuous active duty and officer candidates, including cadets at the Military and Air Academies, and Annapolis midshipmen.

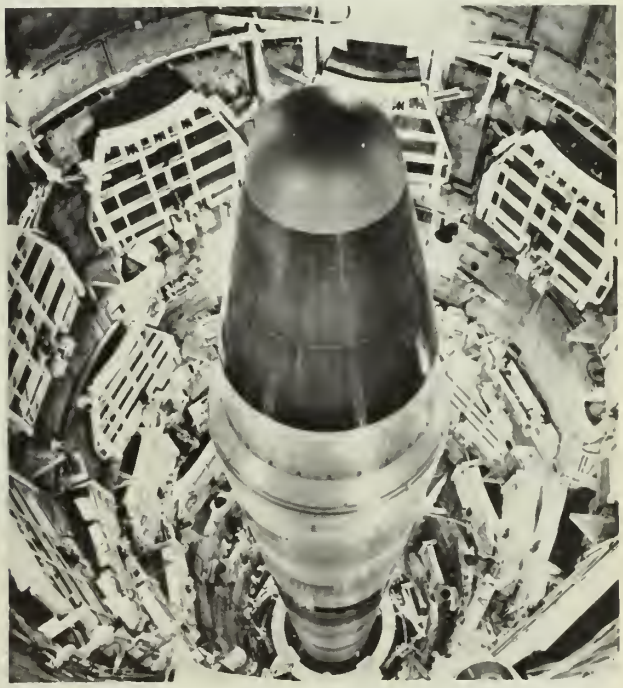
STABILITY PLUS—XH-51A helicopter being tested by Army is built for increased stability and maneuverability.

THE MAIDEN FLIGHT of the Air Force SR-71, a new long-range strategic reconnaissance aircraft, has been successfully completed in California. The aircraft, flown by a civilian test pilot, was in the air approximately one hour.

Existence of the new reconnaissance plane was announced in July by the President. Powered by two J-58 jet engines, the craft can fly at more than three times the speed of sound and operate higher than 80,000 feet.

During the first flight the aircraft exceeded 45,000 feet altitude and 1000-mph speed. All test objectives were met.

The SR-71 will be assigned to the Strategic Air Command at Beale Air Force Base in California.



TALL TITAN II, intercontinental range missile, stands on launching pad 150 feet underground at Wichita, Kan.

THE BULLETIN BOARD

Option on Assignments for First Termers on Reenlistment

FIRST-TERMERS, you now have a better opportunity than ever to ship over with an option on your next duty assignment.

A program has been set up specifically to cater to you when reenlistment time rolls around. It applies for men on their first enlistment who are PO3 and above, designated strikers and E-3s who have passed the examination for third class.

If you're willing to reenlist for four or more years, the Navy will make every effort to provide you with orders to one of your two choices of duty prior to the reenlistment ceremony.

"No, Fitzgerald, I don't think the captain would understand!"

Options Offered

If you're serving on sea duty, you may specify your preferences from among the following:

- Retention on board your present command for up to 24 months after reenlistment (you specify the number of months desired), provided your total tour does not exceed 36 months in a non-arduous sea duty billet or 48 months in an overseas billet, toured (non-rotated) ship or unit.
- Inter-type transfer in the same fleet with home port or specific unit guaranteed.
- Intra-type transfer with home port or specific type unit guaranteed.
- Inter-fleet transfer with home port or specific type unit guaranteed.
- Transfer to new construction with type specified.
- An overseas shore billet with *one* of the following specified: Europe and North Atlantic; Latin America; North Africa and Middle East; Far East; Hawaii; or Alaska.
- CONUS shore duty with choice of naval district specified. To apply for this option, you must be eligible for Seavey.

If you're on shore duty when your first enlistment expires, you may choose among the following:

- Choice of fleet with desired home port or specified type unit guaranteed.
- An overseas shore billet with *one* of the following specified: Europe and North Atlantic; Latin America; North Africa and Middle East; Far East; Hawaii; or Alaska.
- Transfer to new construction with type specified.

To be eligible for the duty assignment options, you must, as we said, be serving on your initial enlistment or an extension of your initial enlistment.

You must be willing to reenlist for four or more years.

You must be at your present command in an on board for duty status.

You must be recommended for reenlistment by your commanding officer.

You must satisfy the requirements for serving overseas shore duty, as outlined in articles 6.32 and 6.33 of the *Transfer Manual*, if you request an overseas billet.

Further, you must execute a conditional agreement to extend your enlistment for one year *at the time of application*. This extension will be binding upon receipt of conditional orders which satisfy either of the first two choices listed in your application.

There is one restriction. The incentives described here are not available in conjunction with other reenlistment incentives, such as the STAR or SCORE programs, or school assignment under article 12.8 of the *Transfer Manual*.

There is a set format which you must follow to apply for the duty assignment option. It is enclosed in BuPers Inst. 1306.73A, which gives full details on this subject.

If your time is growing short, take a look at the world map and decide where you would prefer to begin your second enlistment.

Then stop by your personnel office and get the ball rolling.

River Commands Merge

No longer is there a Potomac River Naval Command. Both it and the Severn River Naval Command have ceased to exist as a result of a merger. What formerly was PRNC and SRNC is now Naval District Washington, D. C.

Previously, the staff duties of the Severn River Naval Command were carried by the Naval Academy staff. Now, with its headquarters at the Washington Navy Yard, the new command has taken over the functions and responsibilities of the geographic areas of both the former Naval River commands.

There are no contemplated transfers, reductions, increases or changes in staffing, either military or civilian, as a result of the reorganization.

Naval District Washington, D. C., will cover the following area: The Potomac River up to the Frederick County line; the District of Columbia; the counties of Anne Arundel, Prince Georges, Montgomery, St. Mary's, Calvert and Charles in Maryland; the counties of Arlington, Fairfax, Stafford, King George, Prince William and Westmoreland in Virginia; and the cities of Alexandria, Falls Church and Fairfax, Va.

Navy-Marine Residence Foundation Organized in Behalf of Widows of Officers

An organization has been formed which will provide residences for elderly widows of Navy and Marine Corps officers who died on active duty or after retiring.

Named the Navy-Marine Residence Foundation, Inc., it plans to provide residences in appropriate geographical locations in the United States where officers' widows may live in a dignified manner with others

who have mutual interests.

The first site to be developed by the foundation—Vinson Hall—will be in McLean, Va., near Washington, D. C. The facilities offered to each resident will include a private apartment, subsistence, dispensary services and sick care, and recreation and social activities.

Ultimately the foundation hopes to establish additional residences in San Diego, Norfolk and other areas where there are large concentrations of Navy and Marine officers.

The development of Vinson Hall has begun, with completion scheduled for 1967. Initial funds for this project were raised by volunteers from Navy officers' wives' clubs, the Navy and Marine Corps and others. Charges made to residents will help finance the costs.

The foundation is also establishing an endowment fund which will provide financial assistance for some of the residents of Vinson Hall who are unable to pay the normal fees involved. This assistance will be rendered, partially or wholly, to about 30 per cent of the planned number of residents.

This Navy-Marine Residence Foundation endowment fund has been endorsed by the Secretary of the Navy, who urges support from all active duty and retired officers.

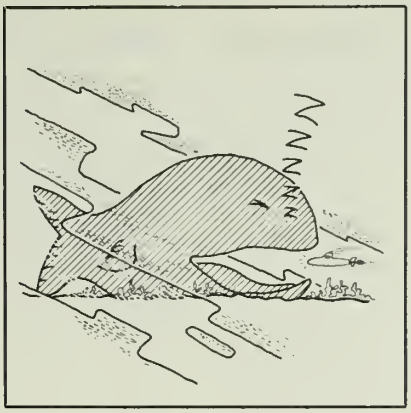
Contributions may be sent to the Navy-Marine Residence Foundation, Inc., Building 54, U. S. Naval Observatory, Washington, D. C. 20390.

Further information on this subject is contained in SecNav Note 5340 of 22 Dec 1964.

Code of Conduct Training

Into the barbed-wire, guard tower-dominated enclosures march 60 officers and men of uss *Summit County* (LST 1146). Hands locked on their heads, they are pushed along by shouting guards in uniforms of North Korean or Chinese communist troops. They are lined up at attention, and for 15 minutes are subjected to a propaganda harangue. Meanwhile, the guards march menacingly up and down, thrusting aside for special treatment any man who may not, in their consideration, be paying proper attention.

The location is not actually a prisoner-of-war compound—it is the U. S. Army's 25th Infantry Division Code of Conduct station, in the foothills of Oahu's razor-tipped Koolau Mountains in Hawaii. The men of



"It may very well be an underwater cave, sir, but it snares!"

Summit County are going through the Code of Conduct course of instruction (they went through it late last fall).

Objectives of the course are to insure understanding by each individual of his responsibilities as set forth in the Code of Conduct; to indoctrinate the individual in techniques of interrogation, so that he will have a better chance of withstanding the psychological shock of capture and questioning; to provide an understanding of the principles that can be employed in planning an escape and avoiding capture; and to give the men an understanding of POW compound organization.

The Code of Conduct program consists of four and one-half hours of instruction. In the tactical phase, students spend an hour in the prisoner-of-war compound, where they are subjected to harassment designed to create feelings of shock, anger and hostility—feelings they might well experience if captured.

The second phase of the instruction consists of three and one-half hours in the classroom, where the Code of Conduct is reviewed in lectures and skits.

Summit County is one of several Navy ships that took the training.

WHAT'S IN A NAME

Shangri-La, From Myth to Reality

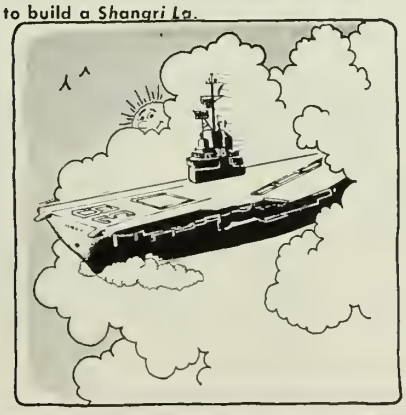
Twenty years aga myth became reality when USS *Shangri La* (CVA 38) was commissioned.

It all began in April 1942 when Lieutenant Colonel James Doolittle, Army Air Force, led 16 B-25 bombers off the flight deck of the carrier *USS Hornet* (CV 8). The Doolittle raid, one of America's first retaliatory attacks on Japan, bombed Tokyo and other cities.

When President Roosevelt announced the raid, he told reporters the bombers had been launched from a secret base in Shangri La (the mythical setting of James Hilton's novel, *Lost Horizon*).

Five months later, *Hornet* was sunk.

It wasn't long before a drive was underway to make this mystery ship a reality—to build a *Shangri La*.



In January 1943, *Shangri La*'s keel was laid in the Norfolk Navy Yard; a little over a year later she was launched. In September 1944, she was commissioned as CV 38.

Reporting ta the Pacific Fleet, the carrier destrayed her first enemy aircraft in April 1945. Shangri La continued to launch wave after wave of fighters and bombers against Japan until one year after her commissioning. By the time she anchored in Tokyo Bay for the Japanese surrender she had steamed nearly 75,000 miles and recorded more than 14,000 landings. She had suffered neither damage to herself nor casualties to her crew.

After the war, *Shangri La* helped return soldiers and sailors to the U. S.

The year 1946 brought Operations Crossroads, the first atomic tests, at Bikini; *Shang* was there, too.

After a few years in a decommissianed status, she emerged from a shipyord period in January 1955 with an angled deck, which permitted her to launch and recover aircraft at the same time. New steam catapults, flight deck elevators and arresting gear made her one of our earlier attack aircraft carriers (CVA).

***Shangri La* ended her tour with the Pacific Fleet in 1960 when she was transferred ta the Atlantic with Mayport, Fla., as her home port.**

With most of her flight deck still a double layer of wood, she is the oldest attack aircraft carrier serving in the Atlantic Fleet.

Bringing You Up to Date on Navy Enlisted Classifications

THERE HAVE BEEN several additions, deletions and other changes to the Naval Enlisted Classifications (NEC) coding system since publication in the December 1964 issue of ALL HANDS.

• Through the use of questionnaires and other centrally available information, nearly all the NECs for Sonar Technician Surface (STG) have been revamped.

• In the surface missile system (SMS) area, missile weapons control systems codes (FT-1155 through FT-1159) are now restricted to career petty officers E-6 or higher.

• A new systems code has been added, FT-1144, *Terrier* Mk 76 (WDS-Mk-11).

• To tie in with the recent conversion of selected MTs to the FT rating, the old missile technician codes for *Talos* and *Tartar/Terrier* now appear as FT-1143 and FT-1144.

• Likewise, ET-1517 (AN/SPS-39 and AN/SPS-42 radar maintenance technician) is now FT-1133 under a new group of fire control radar technician NECs.

• In addition, some personnel with the 1517 NEC will be converted to the new FT-1135 (AN/SPS-39A).

• Other new NECs include those in the AT and AQ ratings trained in A6A aircraft. Previously, these were only for planning purposes, but now these NECs are available to be assigned to personnel.

• There are also some changes which affect other aviation personnel. New NECs are replacing AE-7131 (automatic flight reference system technician), AE-7137 (automatic flight control system technician) and AT-6616 (ECM system technician). The new NECs relate to specific aircraft and, in some cases, show the difference between intermediate and organizational maintenance.

For example, let's say the present AE-7137 has been split into 16 NECs, each specifying a particular aircraft. If a man is trained in S-5 auto pilot maintenance, he would be coded, say, AE-7123, which means A-3, series S-5, automatic flight control system. This man would no longer be coded 8357, A-3 system, since his new code would identify his specialty and the plane type.

NECs of this nature will also identify automatic stabilization equipment technicians for helicopters.

In addition to these changes, the aircraft systems maintenance NECs (8301 series) are undergoing a redefining and lowering in priority to become aircraft maintenance NECs. This means these personnel will not be required to have a specialist skill, but only have a normal degree of familiarization with the aircraft.

Other new developments, although they haven't been clearly defined as yet, involve the ET rating. As part of the work of the ET rating control officer, questionnaires have been sent to local commands. Upon their return,

The Following New NECs Have Been Established

NEC	Title	Source Rating
8M-0165	Boat Captain, LCU	8M, QM, SM
ST-0413	Antisubmarine Classification Analysis Team Member (ASCAT)	STG, AX
ST-0416	Sonar Intelligence Analysis Technician (STIC)	STS
ST-0419	Sonar Technician, AN/SQS-26CX	STG
ST-0421	Sonar Technician, AN/SQS-4(RDT) (AN/SQS-29-32)	STG
ST-0483	UWFCS Mk 114 *(Asroc)* (AN/SQS-26CX)	STG
ST-0484	UWFCS Mk 114 *(Asroc)* (AN/SQS-23)	STG
ST-0485	UWFCS Mk 114 *(Asroc)* AN/SQR-13 (Padloc) (AN/SQS-23)	STG
ST-0486	UWFCS Mk 111 *(Asroc)* AN/SQR-13 *(Padloc)* (AN/SQS-23)	STG
ST-0487	UWFCS Mk 111 *(Asroc)* (AN/SQS-23)	STG
ST-0488	UWFCS Mk 102 (AN/SQS-23)	STG
ST-0489	UWFCS Mk 102 (AN/SQS-4(RDT)	STG
ST-0491	UWFCS Mk 114/Mod 9 *(Terrier/Asroc)* (AN/SQS-26AX)	STG
ST-0492	UWFCS Mk 114/Mod 9 *(Terrier/Asroc)* (AN/SQS-268X)	STG
ST-0493	UWFCS Mk 114/Mod 9 *(Terrier/Asroc)* (AN/SQS-26CX)	STG
ST-0494	UWFCS Mk 105 AN/SQS-23	STG
ST-0495	UWFCS Mk 105 AN/SQS-4(RDT)	STG
GM-0891	*Asroc* launching group Mk 16	GMG
FT-1115	WDS Mk 11	FTM
FT-1133	AN/SPS-39 or AN/SPS-42	FTM, ET
FT-1135	AN/SPS-39A Fire Control Radar Technician	FTM
FT-1137	AN/SPS-52 Fire Control Radar Technician	FTM
FT-1143	*Talos* missile and missile test equipment	FTM
FT-1144	*Tartar/Terrier* missile and missile test equipment	FTM
FT-1156	*Terrier* MFCS Mk 76 (WDS Mk 11)	FTM
ET-1521	AN/SPS-29C or AN/SPA-62 or AN/SPA-63 Radar Maintenance Technician	ET
ET-1594	ECM Intercept Technician	ET
RM-2372	Communication System Technician	RM, ET
YN-2525	Chaplain's Clerk	YN, PN
MA-2731	Automatic Data Processing Computer Maintenance Technician	MA
3347	Mk 21-2 Launcher	TM
SF-4918	Nondestructive Testing Operator/Inspector	SF, ML, MR, 8R
AT-6655	Automated Checkout Equipment Technician A6A, E2A, A5A, RA5C aircraft)	AT, AQ, AE
PR-7352	Senior Naval Parachutist	PR
PR-7354	Master Naval Parachutist	PR
AQ-7961	A6A Ballistic Computer Set Technician, Intermediate	AQ, AT
AQ-7962	A6A Track Radar Technician, Intermediate	AQ
AQ-7963	A6A Search Radar Technician, Intermediate	AQ
AQ-7964	A6A Vertical Display Technician	AQ, AT
AQ-7971	A6A Ballistic Computer Set Technician, Organizational	AQ, AT
AQ-7972	A6A Track Radar Technician, Organizational	AQ
AQ-7973	A6A Search Radar Technician Organizational	AQ
8395	*Dash* Target Control Technician (SRW-4)	ET, AT
9526	Seabee Technical Assistance Team Candidate (STAT)	Any
9527	Seabee Technical Assistance Team Technician	Any
9563	Satellite Communications Technician	Any

What If You Don't Have an NEC?

NECs are becoming more important, but if you don't have one there's no need to become alarmed. If you're like most Navymen—about 80 per cent—you don't need an NEC because your experience and knowledge is indicated by your rating and crow.

The new NEC system works as well for you as it does for your more specialized contemporaries. When specialized billets are identified by job code numbers and special skills are shown in NECs, it'll be easier for the Navy to assign *you* to a general billet where you'll be most valuable.

Another point: You've probably noticed that sailors who have plenty of general experience are often used to coordinate the detailed activities of the more specialized Navymen. That's no accident. Good petty officers who know their ratings are, always have been, and always will be the backbone of the Navy.

Or perhaps you *do* have a special skill, but there's no NEC to identify it. If this is the case, there's always a chance the Navy can use your knowledge, but the need doesn't arise often enough to justify another NEC. That doesn't necessarily mean you'll be ignored, and you may be ordered to a BuPers controlled B billet. B billets are usually those which require special and hard-to-find skills or talents, and the men who fill them are hand-picked.

The Navy's color guard in Washington, D.C., is a good example. The petty officer billets are Bureau-controlled, and the men chosen must stand between six feet and six feet four, see without glasses, have a record of neatness, be erect and physically fit, have a GCT between 45 and 65, know the basic drill requirements, and desire the duty.

Try and put that in an NEC.

they, combined with additional centrally available information, will enable BuPers to recode ET personnel in a manner similar to that of the ST rating. Areas of responsibility will be more closely defined, which means that other ratings will be required to carry more of the maintenance load.

For more information concerning the NEC, check the December issue of ALL HANDS, and the new *Manual of Naval Enlisted Classifications* (NavPers 15105H).

Now—what do you do? First, check the following lists to see if your NEC has been changed. If it hasn't, you have nothing further to do. But if you do have a new NEC, make sure it corresponds to the training you have received. If for some reason it does not, see your personnel officer. He'll take the necessary action to have it corrected.

This first list shows which NECs were canceled. In most cases, they were converted as shown below. But if your NEC was canceled, and was not converted, you now have an NEC of 0000/0000, unless, of course, you had an additional NEC.

NEC Canceled	Converted To	Source Rating
ST-0477	ST-0492	STG
GM-0856	—	—
GM-0991	GM-0891	GMG
MT-1313	FT-1143	FTM
MT-1314	FT-1144	FTM
ET-1517	FT-1133	FTM, ET
ET-1541	—	—
3325	3322	ET
3333	3331	ET
3334	3332	ET
3346	3345	TM
3469	YN-2525	YN, PN

Here is the list in which source ratings have been added to or deleted from NECs.

NEC	Added Source Rating	Deleted Source Rating
ET-1539, ET-1543, ET-1544, ET-1546, ET-1547, ET-1548, ET-1549, RM-2314, RM-2342	CT	—
ET-1591	AT	—
RM-2346	—	ET
CE-5631	CM, EM, EN	—
AE-7137	AM for A5A, RA-5C aircraft	—
8331	—	PH
8351	—	AQ

The following NECs had their titles changed:

NEC	New Title	Source Rating
ST-0474	UWFCS Mk 114 (Asroc)	STG
ST-0475	UWFCS Mk 114/Mod 9 (Terrier/Asroc)	STG
ST-0479	UWFCS Mk 105/Mods 11-23	STG
ST-0481	UWFCS Mk 114 (Asroc) (AN/SQS-26AX)	STG
ST-0482	UWFCS Mk 114 (Asroc) (AN/SQS-26BX)	STG
ET-1539	KW-37R, KW-7	ET, RM, CT
3322	Mk II Mod 0/4	ET
3324	Mk II Mod 2/3	ET
3331	NAVDAC Mk 2/Mod 3/4; Mk 2/Mod 1 SDC	ET
3332	NAVDAC Mk 2/Mod 2/4; Mk 3/Mod 0/1 SDC	ET
3345	Mk 21-0/1 Launcher	TM

YOU'LL BE ELECTED to the circle of good shipmates if you pass ALL HANDS to the crew members who are waiting.

Central Detailing Desk Will Now Assign Top CPO Grades

BECAUSE senior and master chiefs will be assigned only to established E-8 and E-9 billets, the Bureau of Naval Personnel has decided that coordination of these assignments on a Navy-wide basis can be made best from one central position where all pertinent information is at hand.

This means you, as an E-8 or E-9, will be ordered by name, to a specific billet at your next command.

All this is made possible by the new desk in the enlisted detailing section of BuPers. They'll use the new E-8/E-9 Duty History and Preference Card which is now available.

Designated NavPers 4053 (9-64), all master and senior chiefs should submit a current duty history and preference card to BuPers. (If you have submitted an officer preference card, you don't need to fill out the new card unless you want to change your preferences.)

In addition to submitting the NavPers 4053 to the Bureau of Naval Personnel, here are procedures for senior and master chiefs in the following ratings:

- *HM/DT*—Submit a duplicate of the NavPers 4053 to BuMed, Attention Code 3411 (for HMs) or Code 6133 (for DTs).
- *MA/TD*—Continue submitting your NavPers 753 or 2926 cards to Commanding Officer, EPDOCON-US, Bainbridge, Md., in accordance with BuPers Inst. 1306.14.
- *CS/SH/SK*—If you hold an NEC of 2813 (Commissary Store Manager) or 3111 (Navy Exchange Manager), submit a duplicate 4053 card to Commanding Officer, Navy Ship's Store Office, Brooklyn, N. Y. (Attn: IR-5).
- *CT and other ratings serving with the Naval Security Group*—Continue to submit NavPers 729 and, when appropriate, NavPers 730 in accordance with BuPers Inst. 1070.2.
- *Aircontrolmen*—Continue to submit your AC Data Card (NavPers 205) in compliance with the *Enlisted Transfer Manual*.

A hint on listing your duty preferences: The two top enlisted pay grades will, as a rule, fill administrative roles. A commanding officer determines how many (if any) E-8 and E-9 billets are required in his command structure and, if the allowance request is approved, the billet or billets are established.

As a general rule, you can anticipate that only larger complexes will have slots for senior and master chiefs. And for this reason, the detailers may sometimes find it impossible to honor your preferences, although they will try to come as close as they can. Your best bet is to give the detailers enough latitude in your selection, so they can come as close as possible to honoring one of your preferences. (Example: Newport, Great Lakes or Washington; Norfolk, Charleston or Key West; or San Diego, Los Angeles or San Francisco.

At present, many E-8/E-9 personnel are not filling authorized billets for their rate. And as E-7s are promoted, more E-8s will occupy non-E-8 billets. To minimize this situation, it may be necessary, at times, to reassign these chiefs. Those on shore duty won't be sent to sea until their tour ashore is finished. The same applies to those on sea duty. Whenever possible in these cases, reassignments will be made in the same geographical area or to ships with the same home port to avoid high travel costs and personal inconvenience.

Normally, if you fall in this category, you won't be reassigned until you have completed at least one year at your command. If you are overseas, you will be allowed to complete the prescribed tour for the area in which you are stationed.

Your rotation between sea and shore duty will be governed by the established Seavey and Shorvey procedures.

As for training, the Chief of Naval Personnel considers that, by the time you have attained the E-8 or E-9 level in your respective rating, you don't need further formal training. Therefore, requests for schools of long duration, such as class "B" schools, will not, as a rule, be approved.

"Ahoy there!!! You have any extra olives?"

But this does not mean your training days are over. You can still receive a course of instruction of short duration to meet the requirements of a specific billet. And your command can give you orders to a short period of training on a temporary additional duty basis using its TAD funds.

If you're an E-7, upon notification of being selected for E-8, you should immediately submit a history and preference card to Pers B-2121. And for everyone, whenever your personal data or duty preferences change, submit a new card.

BuPers Notice 1306 of 11 Sep 1964 and BuPers Inst. 1306.74 give details on this subject.

List of New Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen process by (WS).

A Shot In The Dark (2802) (C) (WS): Comedy; Peter Sellers, Elke Sommer

To Trap A Spy (2803) (C): Suspense; Robert Vaughn, Luciana Paluzzi

The Walls of Hell (2804): Drama; Jock Mahoney, Fernando Poe

Lloyds' of London (2805): Tyrone Power, Virginia Field (Re-issue)

The Prisoner of Shark Island (2806): Warner Baxter, Harry Carey Sr. (Re-issue)

Immortal Sergeant (2807): Henry Fonda, Maureen O'Hara (Re-issue)

House of Rothschild (2808): George Arliss, Robert Young (Re-issue)

Naked Alibi (2809): Sterling Hayden, Gloria Grahame (Re-issue)

Sex and the Single Girl (2810) (C): Comedy; Tony Curtis, Natalie Wood

Kitten with a Whip (2811): Melodrama; Ann Margret

To Kill a Man (2812): Drama; Gary Lockwood, James Shigeta

Castle of Blood (2813): Mystery; Barbara Steel, George Riviere

Destry (2814): Audie Murphy, Mari Blanchard (Re-issue)

Smoke Signal (2815): Dana Andrews, Piper Laurie (Re-issue)

Man Without a Star (2816): Kirk Douglas, Jeanne Crain (Re-issue)

Saskatchewan (2817): Alan Ladd, Shelley Winters (Re-issue)

The Night of the Iguana (2818): Richard Burton, Ava Gardner

Diary of a Bachelor (2819): Comedy; William Traylor, Dagne Crane

Ride the Wild Surf (2820) (C): Drama; Fabian, Shelley Fabares

The Young Lovers (2821): Drama; Sharon Hugueny, Peter Fonda

Foxes of Harrow (2822): Rex Harrison, Maureen O'Hara (Re-issue)

Wing and a Prayer (2823): Don Ameche, Dana Andrews (Re-issue)

Tumbleweed (2824): Audie Murphy, Lori Nelson (Re-issue)

Ride Clear of Diablo (2825): Audie Murphy, Susan Cabot (Re-issue)

Roustabout (2826) (C) (WS): Musical; Elvis Presley, Barbara Stanwyck

Bikini Beach (2827) (C) (WS): Comedy; Frankie Avalon, Annette Funicello

Dr. Strangelove (2828): Comedy Drama; Peter Sellers, George C. Scott

Topkapi (2829) (C): Comedy Drama; Melina Mercouri, Maximilan Schell

Captain from Castile (2830): Tyrone Power, Jean Peters

Drums Along the Mohawk (2831): Claudette Colbert, Henry Fonda (Re-issue)

Rails Into Laramie (2832): John Payne, Mari Blanchard (Re-issue)

Man Hunt (2833): Walter Pidgeon, Joan Bennett (Re-issue)

The Unsinkable Molly Brown (2834) (C) (WS): Musical Comedy; Debbie Reynolds, Harve Presnell

The Lively Set (2835) (C): Drama; James Darren, Pamela Tiffin

A House Is Not a Home (2836): Melodrama; Shelly Winters, Robert Taylor

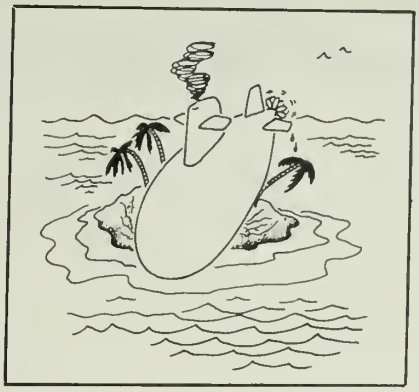
Fail Safe (2837): Drama; Henry Fonda, Dan O'Herlihy

In Old Chicago (2838): Tyrone Power, Alice Faye (Re-issue)

Second Fiddle (2839): Sonja Henie, Tyrone Power (Re-issue)

Fox Fire (2840): Dan Duryea, Jane Russell (Re-issue)

Wild Geese Calling (2841): Henry Fonda (Re-issue)



"Finally made it! A tropical isle in the south seas . . ."

Dead Horse Problems

Advance pay can result in as many problems as it can help solve. A continuing problem exists for Navymen who spend advance pay carelessly, then find it difficult to adjust to a smaller income during the six-month repayment period.

In BuPers Notice 7220 of 19 Jan 1965, commanding officers are reminded of their responsibility to counsel enlisted men on the hazards of drawing advance pay when executing PCS orders.

EMs are also reminded that arbitrary approval of requests for advance pay in the maximum or near maximum amounts is not in keeping with the purpose of this assistance.

COs are instructed to review continually the financial status of men requesting advance pay.

HOW DID IT START

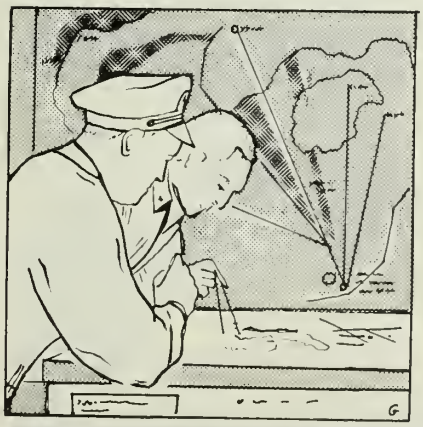
These Games Are for Real

Although the U. S. Navy has used war games far many years as a methad of training Navymen, the first war games were designed ta train armies.

Same af the ancient games were early versions of chess. In 1644 a "King's Game" was introduced, which used pieces representing military farces, and was based on military and palitical principles. Anather game, called "New Kriegsspiel," ar "new war play," evolved late in the 18th century.

In 1824 a Prussian Army lieutenant, von Reisswitz, invented the first modern war game. Played an a map rather than a madificatian af a chessbaard, van Reisswitz' game had na winners ar lasers. It was designed exclusively far training purposes.

Only the Prussians used the game until the end af the Franco-Prussian War, when military analysts cancluded that Prussian success in twa wars was partially due ta the use af the war game in training men. The practice then spread ta ather cauntries.



The first naval war game, devised by a British naval afficer, came into being about 1879, and was clasely fallawed by similar games used by the Italian and Austrian navies.

U. S. Naval War College students began studying the games abaut 1894, after a series af lectures given there an the subject. They have been a part af the curriculum ever since.

Today's war games cansist of pregame preparatian, play af the game, and a critique periad. During the preparation, abjectives, areas af aperatian and opposing farces are established, and the teams plan means af accamplishing their missians.

A cantral group distributes intelligence reparts ta the players during the game. The "cammanders" af appasing farces maneuver, inflict damage and receive damage fram the enemy, and base their play af the game accardingly.

After the game the critique period affords the players the appartunity to explain their decisians and play af the game. They also learn their mistakes and lessons to be taken fram them.

The Navy Electranic Warfare Simulatar (NEWS) at the War College is the largest of the current war game systems. Players move their farces by speed and course keys, and press buttans ta fire weapans. Other games are played an computers.

But na matter how they are played, war games still teach strategy and tactics as their farbears did, and provide a realistic appraach ta wartime situations.

Retiring? Check the Latest Changes on Dual Compensation

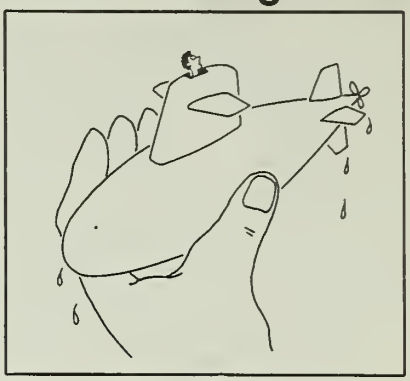
RECENT CHANGES to the dual compensation laws might affect you if you're planning to seek federal employment after retiring from the Navy. You'll be interested to learn, for example, that the dual pay policy —regarding receipt of pay from two sources within the government establishment—has been liberalized. Retirement pay is one source.

Most of the changes affect retired officers. Retired enlisted men are exempt from the dual pay provisions.

Dual compensation laws were enacted as an economy provision to set a ceiling on the total pay that can be received from two federal government sources, and to establish employment procedures.

Before passage of the new Dual Compensation Act of 1964, the Dual Employment Act of 1894 restricted a retired officer from regular, full-time federal civilian employment if *either* his retired pay *or* the pay from a civilian position was $2500 or more. Another provision, dating to the Dual Compensation Act of 1932, placed a $10,000 ceiling on the *total* annual income a retired officer could receive from federal sources if he was employed in a position exempt from the $2500 ruling.

The Dual Compensation Act of 1964 repeals both the 1894 and 1932 Acts. It provides that after 1 Dec 1964 every retired member of the uniformed services may accept any civilian office or position under the federal government. The following, however, are subject to certain pay limitations when retired for longevity or non-combat disability:



"What's new besides 'Ho, ho, ho?'"

- Regular commissioned officers and temporary officers who retired in officer status.
- Regular commissioned or non-commissioned warrant officers, and temporary warrant officers who retired in warrant status.

These retirees will receive the full salary of any civilian position they hold with the government. But, while they are on the government payroll as civilians, they will receive only the first $2000 of their *retired or retirement pay,* plus one-half of any amount they are entitled to in excess of $2000.

This pay formula will be adjusted to reflect future pay increases granted to retirees under the Consumer Price Index formula. The first $2000 will be increased by the same percentage as any retirement pay increase.

For example, if retired pay is increased three per cent, a retiree who is subject to the dual pay laws would collect the first $2060 of his retired pay, plus one-half of the remainder —in addition to his full civilian pay.

This reduced pay provision does NOT apply to:

- Regular commissioned officers or warrant officers, or temporary officers or warrant officers, retired for disability resulting from injury or disease received in armed conflict, or caused by an instrumentality of war during a period of war.
- Reserves
- Any enlisted men who retire as enlisted men. This applies even if they are subsequently advanced to retired officer status, and includes enlisted men who retire after 30 years' service and are advanced directly to retired officer or warrant officer status. This also includes temporary officers who revert to enlisted status for retirement.

Retirees in the above categories have no limitation placed on their income. They may receive all pay from a federal civilian position in addition to full military retirement pay.

For those retirees subject to dual pay laws, reductions in retired pay will be handled on a pro-rated basis. The total amount to which a retiree is entitled in a year will be divided by the number of pay periods. An equal share will be received each pay period.

Also, even in cases normally subject to the dual pay laws, there will be no reduction in retired pay when the retiree is employed on a temporary, part-time or intermittent basis for the first 30 days if serving in one position, or for the aggregate of 30 days if serving in more than one position in a fiscal year.

There is one exception to these laws. The Administrator of the National Aeronautics and Space Administration may exempt 30 science, engineering or administrative positions within NASA from the pay limitations when special or emergency employment needs require.

Other Provisions

Employment by the Department of Defense: Hiring of retirees (including those not subject to reduced pay provisions) for civilian jobs within the Department of Defense is contingent upon approval of the Secretary of the service concerned during the first 180-day period fol-

• RESERVISTS—Some Naval Reservists will be pleased to know that no longer do they have to wait until they have been on active duty for 12 months before they can enlist in the Regular Navy.

In the past, such Reservists who were interested in career programs, such as STAR and SCORE, may not have been eligible. They had to have a certain amount of obligated service, and the only way they could obtain it was to enlist in the Regular Navy. This was not possible unless they had served 12 months of active duty.

Now the time limit has been removed, and all Reservists on active duty are eligible for any career programs. For those who are attending service schools, this means they may continue instruction uninterrupted.

• NEW YORK NAVAL SHIPYARD—30 Jun 1966 has been set as the closure date for the New York Naval Shipyard. That date should allow time for a gradual phase-down of employment, orderly processing of job offers to civilian workers from other activities, and a reasonable period for the community to adjust to the economic impact.

A number of base closings were announced last November, but dates were not then firm. The New York yard is one of several being shut down in an effort to cut Defense spending through the reduction and consolidation of activities.

lowing military retirement. DOD Directive 1402.1 of 1 Dec 1964 gives details on this subject.

Reduction-in-force: A retiree holds veteran's preference for reduction-in-force purposes under any of the following conditions:

- If his retirement is based on disability resulting from injury or disease received in line of duty as a direct result of armed conflict, or disability caused by an instrumentality of war and incurred during a period of war;
- If he has not had 20 or more years of active military service; or
- If he was employed in a federal civilian position on 30 Nov 1964.

The total time of active service in the armed forces is counted toward civil service seniority for retired members who are entitled to veteran preference for reduction-in-force purposes.

Other retirees are given credit for only the time in active service during any war, and in any campaign or expedition for which a campaign badge was issued (as defined by the Civil Service Commission).

Annual Leave: For annual leave purposes, military service credit for a retiree is limited to service during war time or in a campaign for which a campaign badge was issued, unless he was retired for combat disability or was employed on 30 Nov 1964. This means a man with 19 years' active service who is retired for non-combat disability is entitled to veteran's preference, and receives credit for 19 years' service when computing reduction-in-force benefits but, for annual leave purposes, he is credited with only his active service during war time or in campaigns for which badges were issued.

The Dual Compensation Act of 1964, Public Law 88-448, was approved by the President on 19 Aug 1964.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 1—Provided guidance to commanding officers affected by the implementation of General Order 19, with regard to reporting to new superiors in command.

No. 2—Required that all U. S. naval ships and stations display flags at half mast during period of mourning in memory of the late Sir Winston Churchill.

No. 3—Required that, at those installations where the flags of other nations are flown at full staff during period of mourning, the U. S. flag will be flown at full staff also.

No. 4—Announced certain flag officer changes.

Instructions

No. 1306.73A—Provides first-term naval personnel with reassignment options as a reenlistment incentive.

No. 1306.74—Establishes procedures for the detailing of E-8/E-9 enlisted personnel.

No. 1500.49A—Provides a study plan whereby officers and warrant officers on active duty may broaden their professional backgrounds.

Notices

No. 1626 (4 January)—Changed the time requirement for the issuance of DD Form 552 and set forth other reporting procedures for unauthorized absence.

No. 7220 (4 January)—Prescribed the recording of a member's entitlement to hostile fire pay in his service record.

No. 5340 (19 January)—Provided information to assist in the call for contributions to the Navy-Marine Residence Foundation Endowment Fund.

No. 7220 (19 January)—Reiterated the responsibility of commanding officers to counsel enlisted personnel concerning the hazards of drawing advance pay.

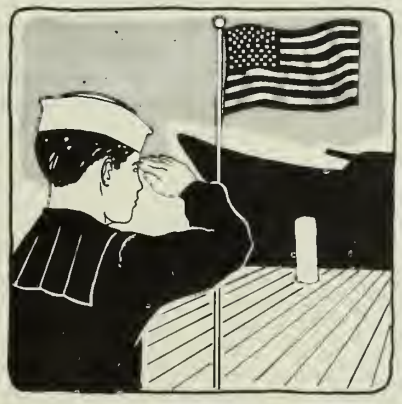
No. 1080 (22 January)—Advised that certain enlisted service records will contain other than the normal service record pages currently in use because of a test being made.

NOW HERE'S THIS

Some Navy Firsts in Ships' Names

The prevailing philosophy at ALL HANDS is that no one is ever first. Nevertheless, we have came up with several items reliably purparted to be Navy Firsts. All have to do with ship's names.

The first U.S. Navy ship named for an enlisted man was USS Osmond Ingram (DD 255). The destroyer was named for Osmond Kelly Ingram, Gunner's Mate First Class. Ingram was the first Navy World War I casualty of enemy action. He was blawn overboard when a German torpedo struck his ship.



The first cambatant type ship built for the Navy and named for a woman was USS Higbee (DD 806) named in hanar of Lenah S. Higbee, World War I Superintendent of Navy Nurses.

During World War II, there were five transports in service bearing the names of women. They were Dorothea L. Dix (AP 67) which honored the Civil War Superintendent of Nurses, Elizabeth C. Stanton (AP 69) hanoring the leader of the fight for women's rights, Florence Nightingale (AP 70) named for the Crimean War Nurse, Lyon (AP 71) named in honar of Mount Holyoke College's faunder, Mary Lyan, and Susan B. Anthony (AP 72) named far the women's suffrage leader.

The loss of any United States ship is a tragedy, but the loss of USS Juneau (CL 119) during World War II had a particular impact. Five members of the same family were lost when she went down. They were the Sullivan brothers.

In April 1943, the mother of George Thomas, Francis Henry, Joseph Eugene, Madison Abel and Albert Leo Sullivan christened The Sullivans (DD 537), making it the first U.S. Navy ship to be given a plural name, in honor of the five brothers who died together in battle.

Tax Time Again—See How You Stand in Your Home State

IT'S DIFFICULT for anyone to forget he has to file a federal income tax return but, for peripatetic Navymen, it is sometimes easy for them to forget they owe state income taxes, too.

In fact, there may be a considerable number of Navymen who have seen their home state so seldom they may have forgotten they have one. If you fall into this category, however, it's easy to refresh your memory. Just consult your personnel records and you will usually find a domicile or home state recorded there. Every U. S. citizen has one (even if it is unrecorded) and you must comply with its tax laws.

You are protected from double state taxation by the Soldiers' and Sailors' Civil Relief Act, which provides that servicemen and women who are absent from their domiciliary state solely by reason of complying with military orders shall not be deemed liable to taxation as a resident in any other state in which they may be living. They may be liable for nonresident state income taxes on earnings from after-hours employment, however.

Although there were only a few changes in tax laws during 1964 which affect servicemen, these changes were important and deserve special mention:

- A serviceman whose domicile is California, but who is on permanent change of station orders outside the state, is considered to be a nonresident for tax purposes and doesn't have to file a California resident income tax return while he is away under those circumstances. He would file a nonresident California return if the income from that state, such as from rents, is large enough to require a return.

This status doesn't affect his other rights as a citizen of California such as voting, resident tuition rates and other benefits.

- Maryland allows a $1500 exclusion of active duty pay to servicemen who were engaged in an "active military policing action" during the year. South Vietnam qualifies for 1964.
- The state of Colorado completely repealed its provision for exclusion of military pay for the tax years after 1964.
- Michigan's new Uniform City Income Tax Ordinance exempts all military pay.

Copies of withholding tax statements have been sent to each Navyman's domicile when one is indicated on his records. If no domicile is indicated, the statement is sent to the state in which he is serving.

Here is a summary of income tax laws of states and possessions of the United States. Find your state and act accordingly.

SUMMARY OF INCOME-TAX LAWS OF STATES AND POSSESSIONS OF THE UNITED STATES

NOTE:
1. "Morried couple" or "morried" os used in this summory meons husband and wife living together.
2. A morried service mon or woman is considered to be living with his or her spouse when separated only by reason of militory orders.
3. "*" indicates provisions for declarotion ond poyment of estimoted toxes.
4. The following stotes do not impose individuol income toxes on residents generolly: Connecticut, Florida, Illinois, Moine, Michigon, Nebraska, Nevada, New Jersey, Ohio, Pennsylvanio, Rhode Island, South Dakota, Texos, Washington, ond Wyoming. New Jersey imposes o "commuter tax."
5. Under section 513 of the Soldiers' ond Soilors' Civil Relief Act (50 USC App. 573) o member may defer poyment of toxes, without interest or penolty, until six months ofter dischorge if obility to poy is moteriolly impoired by reoson of octive service. Returns must be filed on time, however.
6. Vorious cities ond municipalities levy o personol income tox. Where o question exists, eoch member should contoct his home municipolity to oscertoin if he is liable for a tox.
7. Returns ond poyment of the tax ore due on 15 April 1965, unless otherwise noted ofter the state's nome.

Leost Income Requiring Residents to File Returns	*Personol Exemptions and Credits*	*Where to Obtoin Forms ond File Tox Returns*	*Exclusions and Deferments for United States Armed Forces Personnel*
***ALABAMA** Net income of $1500 if single; $3000 if morried or heod of family.	$1500 if single; $3000 if morried or heod of fomily; $300 for each dependent.	State Department of Revenue, Income Tox Division, Montgomery, Alo.	Members outside continental United Stotes may defer filing, but with interest, until 30 doys ofter return to the U. S. Consideration is given to woiving penolty for good couse.
***ALASKA:** Gross income of $600 from sources within the stote.	Some os federol.	Commissioner of Revenue, Alosko Office Building, Juneou, Alaska 99801.	All octive service poy exempt ofter 1950.
ARIZONA: Net income of: $1000 if single; $2000 if married. Gross income of $5000.	$1000 if single; $2000 if married or head of household; $500 odditionol if blind; $1000 if 65 or older; $600 eoch dependent.	Arizono State Tax Commission, Income Tax Division, State House, Phoenix, Ariz. 85007.	$1000 octive service pay is exempt. Members outside continentol United Stotes moy defer filing ond poying, without interest or penolty, until 180 days after releose or termination of present emergency, whichever is eorlier.

Leost Income Requiring Residents to File Returns	Personol Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions ond Deferments for United States Armed Forces Personnel
ARKANSAS: (15 May due date)			
Gross income of: $1750 if single or separated from spouse, 3500 if married or head of family.	Tax credit of: $17.50 if single, $35 if married or head of family, $6 for each dependent.	State of Arkansas, Department of Revenue, Little Rock, Ark.	All active service pay is excluded.
CALIFORNIA:**			
Adjusted gross income over: $2000 if single or head of household; $4000 if married.	$1500 if single; $3000 if married or head of household; $600 additional for taxpayer and spouse if blind; $600 for each dependent.	State of California, Franchise Tax Board, 1025 P St., Sacramento, Calif. 95814.	$1000 of service pay (including pay for active and Reserve duty or retirement pay) and all mustering-out payments are exempt. See note below for PCS outside of California. Filing and paying deferred without penalty or interest until 180 days after return to the U. S. from duty outside the 50 states.
**NOTE Domiciliaries of California on permanent duty outside the state are classified as nonresidents, for that state's income tax purposes only, and need not file returns on income derived outside the state. If married and the wife remains in California, however, she would be taxable on one-half of their community income plus her separate income, if any.			
***COLORADO:**			
Gross income of $750.	$750 for taxpayer; $750 for spouse; $750 additional for taxpayer and spouse if blind, 65 or older; $750 for each dependent.	State of Colorado, Department of Revenue, State Capitol Annex, E. 14th Ave and Sherman St., Denver, Colo. 80203.	$2000 of active or Reserve duty pay excluded through 1964, none thereafter. Returns and payment of tax deferred without penalty or interest until one year after separation.
DELAWARE:* (30 April due date)			
Gross income of: $600 if single or separated from spouse. $1200 combined gross income of married couple.	$600 for taxpayer; $600 for spouse; $600 additional for taxpayer and spouse if blind, 65 or older; $600 for each dependent.	State of Delaware, State Tax Department, 843 King St., Wilmington, Del.	See note below. Deferment for filing and paying may be granted, upon application, until six months after discharge.
**NOTE: §1101(7) of the Delaware Income Tax Law provides in part: " 'Resident' means only natural persons and includes any person domiciled in the state, except a person who, though domiciled in the state, maintains no permanent place of abode within the state, but does maintain a permanent place of abode without the state, and who spends in the aggregate not to exceed 30 days of the taxable year within the state; . . ."			
***DISTRICT OF COLUMBIA**			
Gross income in excess of: $1000 if single or separated from spouse; $2000 combined income of married couple.	$1000 if single or separated from spouse; 2000 if married; $1500 if head of family; $500 additional for taxpayer and spouse if blind, 65 or older; $500 for each dependent.	District of Columbia, Finance Office, Revenue Division, Municipal Center, 300 Indiana Ave., N. W., Washington, D. C.	Upon application, deferment for filing or paying granted until six months after the return is due; one year for members outside continental U. S.
***GEORGIA**			
Gross income of: $1500 if single or separated from spouse, $3000 combined gross income of married couple.	$1500 if single; $3000 if married or head of family; $600 additional for taxpayer and spouse if blind, 65 or older; $600 for each dependent (except one for head of family.)	Department of Revenue, Income Tax Unit, State Office Building, Atlanta, Ga. 30334.	Deferment for filing or paying without penalty or interest granted members outside continental U. S. until six months after return to the U. S.
***GUAM:**			
Same as federal.	Same as federal.	Division of Revenue and Taxation, Department of Finance, Government of Guam, Agana, Guam 96910.	Same as federal; however, as to service compensation, the government of Guam in practice has not imposed the Guam income tax on individuals subject to the United States income tax.
***HAWAII:** (20 April due date)			
Gross income from sources inside the state of: $600 ($1200 if 60 or older).	Same as federal except $5000 in lieu of normal exemption for blind taxpayer.	Hawaii Director of Taxation, 425 Queen St., Honolulu, Hawaii 96813.	All service pay excluded.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
IDAHO: Gross income of $600 ($1200 if 60 or older).	Same as federal.	State of Idaho, Office of Tax Collector, Income Tax Division, State Capitol Building, Boise, Idaho.	Same as federal, except if outside the continental United States may defer filing and paying until six months after discharge.
***INDIANA:** Gross income in excess of $1000.	$1000 for taxpayer on separate return; Lesser of $1000 or adjusted gross income of each spouse (minimum of $500 each) on joint return; $500 additional for taxpayer and spouse if blind, 65 or older; $500 each dependent.	Indiana Department of Revenue, State Office Building, 100 N. Senate Ave., Indianapolis, Ind. 46204.	Same as federal.
IOWA: (30 April due date) Net income of: $1500 or more if single or separated from spouse; $2350 or more if married, or married couple with combined net income of $2000 or over if filing separate returns.	Tax credit of $15 if single; $30 if married or head of family; $7.50 for each dependent; $15 additional if blind or 65.	State Tax Commission, Income Tax Division, State Office Building, Des Moines, Iowa 50319.	No service pay exemption. 90-day extension granted with interest upon timely application, with additional time for good cause.
KANSAS: Net income of: $600 if single or separated from spouse; $1200 if married; (plus age and blind exemptions). Gross income of $4000.	Same as federal, except that $600 income limitation applies to child of any age unless a "student."	State of Kansas, Director of Revenue, Income Tax Division, State Office Building, Topeka, Kan. 66612.	$1500 active service pay excluded from gross income until the termination of the present world crisis as determined by the Executive Council of the state.
***KENTUCKY:** Net income of: $1000 if single or separated; $2000 if married, head of household, blind, or age 65. Gross income of $1200 and $2500, respectively.	Tax credit of: $20 for taxpayer; $20 for spouse; $20 additional for taxpayer and spouse if 65 or blind; $20 each dependent.	Commonwealth of Kentucky, Department of Revenue, Frankfort, Ky. 40601.	None.
***LOUISIANA:** (15 May due date) Net income of: $2500 if single or separated; $5000 if married. Gross income of $6000 or more.	$2500 if single; $5000 if married or head of family; $400 for each dependent (less one for head of family); plus $1000 per person, including dependents, who are blind, mentally retarded or have lost a limb.	State of Louisiana, Collector of Revenue, Baton Rouge, La.	None.
***MARYLAND:** Gross income in excess of: $800 if single, $1600 if married.	$800 if single; $1600 if married; $800 each dependent (including one under a multiple support agreement); $800 if blind, 65 or older (also for dependents 65 or older).	State of Maryland, Comptroller of the Treasury, Income Tax Division, State Treasury Building, Annapolis, Md.	$1500 of active service pay excluded during time of war and prior to cessation of hostilities or in an active military policing operation in conjunction with a foreign nation. (South Vietnam qualifies for 1964.) Members outside continental United States may defer filing until three months after return to the U. S.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
*MASSACHUSETTS: Earned income of $2000. Other taxable income in any amount.	$2000 for taxpayer against earned income; $500 for spouse having income of $2000 or less; $2000 additional if blind; $400 for each dependent.	The Commonwealth of Massachusetts, Department of Corporations and Taxation, Income Tax Bureau, 80 Mason St., Boston, Mass. 02111.	If requested and if for due cause, an extension of time for filing may be granted up to six months.
MICHIGAN: No individual income tax. Some cities impose income taxes, but military pay is exempt by state law.			
*MINNESOTA: Gross income in excess of: $750 if single or head of household; $1500 combined income of husband ond wife if married.	Tox credits of: $10 if single, additional $10 if blind, 65 or older; $30 if morried, additional $15 if blind, 65 or older; $30 if head of household, oddltionol $10 if blind, 65 or older; $15 for each dependent.	Minnesota Department of Taxation, Income Tax Division, Centennial Office Building, St. Paul, Minn. 55101.	$3000 active service or Reserve duty pay excluded, plus mustering out pay. Members outside continental United States for more than 90 days may defer filing ond paying until six months after return.
MISSISSIPPI: Net income in excess of personal exemptions. Gross income in excess of $6000.	$5000 if single; $7000 if married or head of family.	State Tax Commission, Income Tax Division, Box 960, Jackson, Miss. 39205.	None.
*MISSOURI: Gross income of: $1200 if single, $2400 if married or head of family.	$1200 if single; $2400 if married or heod of family; $400 each dependent.	State of Missouri, Department of Revenue, Income Tax Deportment, P. O. Box 329, Jefferson City, Mo. 65102.	$3000 of active-service pay exempt after 1950. Director of Revenue may allow extension of time for filing without penalty or interest until one year after discharge.
*MONTANA: Gross income of: $600 if single, $1200 if married.	$600 if single; $1200 if married; $600 additional if blind, 65 or older; $600 each dependent.	State of Montana, Boord of Equalization, State Capitol Building, Helena, Mont.	None.
NEW HAMPSHIRE: (1 Moy due date) Any amount of taxable interests or dividends. Joint returns not permitted.	$600 for each taxpayer.	State Tox Commission, Division of Interest ond Dividends, Box 345, Concord, N. H. 03302.	None.
NEW JERSEY: Gross income in excess of personal exemptions if derived from N. J. by N. Y. resident.	Same os federal, plus tax credit of: $10 if single; $12.50 if married and filing separately; $25 if married ond filing jointly, or head of household.	New Jersey State Emergency Transportation Tax Bureau, Division of Taxation, Trenton, N. J.	All active service poy exempt. Persons in active service with the Armed Forces of the United States who may be prevented, by distance, or injury or hospitalization arising out of such service, may be allowed an extension of six months for filing.
NEW MEXICO: Some os federal.	Same as federal.	Stote of New Mexico, Bureau of Revenue, Income Tax Division, P. O. Box 451, Sonta Fe, N. M.	None.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
*NEW YORK:** If federal income tax return is required to be filed or if New York adjusted gross income exceeds exemption.	Same exemptions as federal, plus tax credit of: $10 if single; $12.50 if married and filing separate returns; $25 if married and filing joint return, head of household or "surviving spouse" with a dependent child.	New York State Income Tax Bureau, The State Campus, Albany, N. Y. 12226.	See note below for exemption of taxpayers who satisfy all three conditions therein. Instructions state that in living in assigned or rented government quarters one is not maintaining a permanent place of abode.
*NORTH CAROLINA: Gross income in excess of personal exemption without inclusion of exemption for dependents.	$1000 if single or a married woman; $2000 if married man or head of a household; $2000 if widow or widower with minor child; $1000 additional to blind taxpayer; $300 each dependent.	State of North Carolina, Department of Revenue, Individual Income Tax Division, Raleigh, N. C. 27602.	None.
NORTH DAKOTA: Net income of: $600 if single or separated from spouse; $1500 if married or head of household. Gross income of $5000.	$600 if single; $1500 if married or head of household; $600 additional if blind, 65 or older; $600 each dependent.	State of North Dakota, Office of Tax Commissioner, State Capitol Building, Bismarck, N. D.	All active service pay is exempt, but Tax Department requests the filing of returns to eliminate unnecessary correspondence when federal cross-checks are made.
OHIO: No individual income tax. Some cities impose income taxes, but military pay is exempt by state law.			
*OKLAHOMA: Gross income of: $1000 if single, $2000 if married.	$1000 if single; $2000 if married or head of family; $500 each dependent.	Oklahoma Tax Commission, State of Oklahoma, Income Tax Division, Oklahoma City, Okla.	$1500 of active service pay is excluded. Filing and paying by member outside the United States or hospitalized in the U. S. deferred until 15th day of third month following return or discharge from hospital.
OREGON: Net income of: $600 if single; $1200 if married. Gross income of $4000.	$600 if single or separated; $1200 if married; $600 additional if blind plus tax credits of $18 if blind, $12 if 65; $600 each dependent. ($1 tax credit, maximum $6, each $100 partial support of less than 50 per cent.)	Oregon State Tax Commission, Income Division, 100 State Office Building, Salem, Ore. 97310; or State Tax Commission, 1400 S. W. Fifth Ave., Portland, Ore.	$3000 of active service pay is excluded. Returns and payment of tax deferred for 90 days after return to U. S. from period of duty exceeding 90 days outside continental United States.
PENNSYLVANIA: No individual income tax, but residents of some Pennsylvania cities and municipalities may be liable for local income taxes. Philadelphia and Pittsburgh exempt all military pay.			
*PUERTO RICO: Gross income in excess of: $800 if single, separated from spouse or if head of family; $2000 if married and living with spouse.	$800 if single or separated from spouse; $2000 if married or head of family; $400 each dependent.	Commonwealth of Puerto Rico, Department of the Treasury, Bureau of Income Tax, P. O. Box 9833, Santurce, P. R. 00908.	None.

**NOTE: Sec. 605(a) of the New York State Income Tax Law provides in part: "A resident individual means an individual: Who is domiciled in this state, unless he maintains no permanent place of abode in this state, maintains a permanent place of abode elsewhere, and spends in the aggregate not more than 30 days of the taxable years in this state, * * * "

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
*SOUTH CAROLINA: Gross income of $800 or more.	$800 if single; $1600 if married filing jointly or only one spouse has income or if head of household; $800 additional if blind, 65 or older; $800 each dependent.	South Carolina Tax Commission, Income Tax Division, Drawer 420, Columbia, S. C.	None.
TENNESSEE: Income over $25 consisting of dividends from stock and interest from bonds.	None, except income of blind persons is exempt.	State of Tennessee, Department of Revenue, Income Tax Division, War Memorial Building, Nashville, Tenn. 37219.	None.
UTAH: Gross income of: $600 if single or separated from spouse; $1200 if married.	$600 if single; $1200 if married; $600 additional for taxpayer and spouse if blind; $600 each dependent.	State Tax Commission of Utah, State Office Building, Salt Lake City, Utah 84114.	If in foreign country 510 days of any 18 consecutive months may file as a nonresident for each taxable year while so absent for three months or more.
*VERMONT: Gross income of $500 ($1000 if 65 or older).	$500 for taxpayer; $500 for spouse; $500 additional if blind, 65 or older; $500 for each dependent.	Commissioner of Taxes, Vermont Department of Taxes, Montpelier, Vt. 05602.	Same as federal. Members serving outside Vermont may defer paying tax on service pay until six months after discharge.
*VIRGINIA: (1 May due date) Gross income of $1000.	$1000 for taxpayer; $1000 for spouse; $600 additional if blind, 65 or older; $200 for each dependent plus $800 to unmarried taxpayer who has a dependent father, mother, son, daughter, sister or brother.	Commissioner of Revenue of the county or city of which taxpayer is a resident.	None.
*WEST VIRGINIA:** If federal return is required or if West Virginia adjusted gross income exceeds exemptions.	Same as federal.	West Virginia State Tax Commissioner, Income Tax Division, Charleston, W. Va. 25305.	See note below. W. Va. instructions state that when living in assigned or rented government quarters one is not maintaining a permanent place of abode.
*WISCONSIN** Gross income of: $500 if single; ($1000 if 65 or older); $1200 if married ($1400 if one spouse is 65 or older, $1600 if both 65 or older).	Tax credit of: $10 if single; $20 if married or head of family; $10 each dependent; $15 for taxpayer and spouse if 65 or older.	State of Wisconsin, Department of Taxation, Processing Center, P. O. Box 59, Madison, Wis. 53701.	$1000 of active service or Reserve pay excluded. Extension of time for filing granted to members on duty abroad until 15th day of sixth month following close of taxable year.

**NOTE: Sec. 7 of West Virginia Income Tax Law provides in part: "Resident individual means an individual who is domiciled in this State unless he maintains no permanent place of abode in this State, maintains a permanent place of abode elsewhere, and spends in the aggregate not more than 30 days of the taxable year in this State, . . ."

**NOTE: Declarations of estimated tax need not be filed by persons on active duty outside continental United States.

New Correspondence Courses

Four new officer correspondence courses have been issued and are now available for enrollment.

OCC *Nuclear Ordnance*, NavPers 10411 (confidential/restricted data) consists of five assignments.

OCC *Personnel Administration*, NavPers 10968-B (unclassified) supersedes NavPers 10968-A3. It consists of 12 assignments.

OCC *Radiological Defense*, NavPers 10771-B (unclassified) supersedes NavPers 10771-A1. It also has 12 assignments.

OCC *Hematology*, NavPers 10501 (unclassified) is available to officers and enlisted men in the medical department. It consists of two assignments.

The three officers' courses should be ordered through the Naval Correspondence Course Center, Scotia, N. Y. *Hematology* is available from the Commanding Officer, U. S. Naval Medical School, National Naval Medical Center, Bethesda, Md.

NTC, San Diego

IN 1542 when Juan Rodriguez Cabrillo took his first look at what is now San Diego's 22 square miles of natural deepwater, he pronounced it "a land-locked and very good harbor."

Although Sr. Cabrillo obviously knew a good thing when he saw it, he could hardly have foreseen just how good his harbor and its environs would be in 1965.

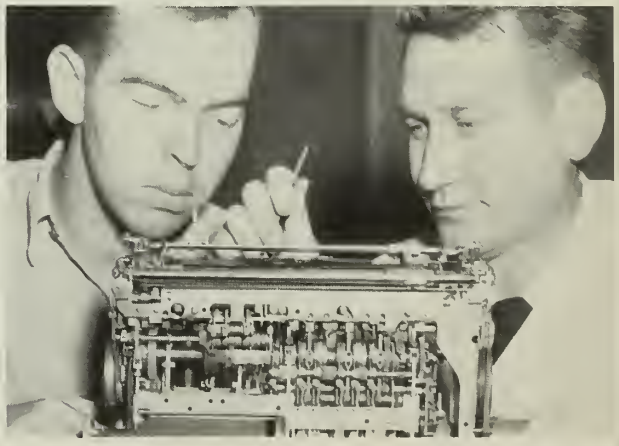
The waters of San Diego Bay are now home for hundreds of destroyers, cruisers, aircraft carriers, troop transports, submarines and other Navy ships.

On the shores of Juan Cabrillo's bay is located the U. S. Naval Training Center which, in the 20th century, is training sailors for a fleet such as Cabrillo's mind could not possibly have conceived in the 16th century.

Even 40-odd years ago, it would have been difficult to compare San Diego Harbor with what it is today. Franklin D. Roosevelt was one of the first to show an interest in San Diego as a naval base in 1915, when he visited the California-Panama Exposition at Balboa Park. Nothing came of his interest however, because World War I claimed all the nation's attention shortly thereafter.

In 1919, the City of San Diego and its Chamber of Commerce donated 278 acres of land and the big job of rehabilitating the area was begun in 1921. By 1 Jun 1923 the activity was placed in commission as an NTC.

LEARNING HOW—Commissarymen learn galley techniques at San Diego. *Rt:* Lesson at Teletype Maintenance School.



SAN DIEGO NTC schools train Navymen in many skills. Here are the center's Radioman B and Shipfitters' schools.

The station's first job was the training of recruits and the instruction of Fleet personnel in special skills. The first crop consisted of 1500 recruits, trained by 10 officers and 50 enlisted men.

The nucleus of the Service School Command consisted of 65 instructors and 350 students who arrived 15 Jun 1923 from the Goat Island Training Station at San Francisco. They were to begin training in the four existing schools—Bugle, Preliminary Radio, Yeoman and Band.

AS ONE CAN WELL IMAGINE, the station at that time bore little resemblance to the San Diego complex of today. For one thing, the Bay extended considerably farther inland than it does today and land now occupied was then under water.

Recruit training in those days lasted 16 weeks with the first three weeks spent in the Detention Unit. At that time, it was a group of walled tents.

The first major expansion occured in 1936 with the

completion of Camp Lawrence. In 1939, a construction program was begun which, within a three-year period, increased the station's capacity fourfold.

This particular expansion was part of a large-scale program of harbor improvements by means of which the channel and anchorages were deepened and 130 acres of filled land were added to the eastern boundaries of the station.

BY 1941, Camp Luce had been finished and the construction of Camps Mahan, Decatur and Farragut was already underway. Almost all this work was completed by September 1942 when the capacity of the station had reached its wartime peak of 33,000 men, of whom 25,000 were recruits. The training period during World War II varied between three and seven weeks.

In the Service School Department, an additional 19

Good to Hear and See: Flags, Drums and Bugles at NTC, San Diego

The Recruit Drum and Bugle Corps and the 50 State Flag Team lend their color to parades at the U. S. Naval Training Center at San Diego. The Drum and Bugle Corps has 65 members, some of whose bugles are in the soprano and baritone range.

Others in the Corps beat their snare, tenor and bass drums with such flashy variations as cross sticks and a twirl of their tasselled bass drumsticks.

The Drum and Bugle Corps' members are selected during the third week of their nine-week instruction period and provide music for morning and evening colors, march in the Center's weekly review and participate in public events in surrounding communities.

The 50 State Flag Team members carry the ensigns of each of the United States in the order of each state's admission to the Union beginning with Delaware and ending with Hawaii.

The flag team is a fixture of the weekly Recruit Brigade Review and makes frequent appearances at civic events throughout California.

ON THE TOWN—Famed recruit drum and bugle corps of NTC marches down the avenue during festival.

Here are some interesting facts about NTC San Diego.

- The average population of the Naval Training Center in San Diego is 18,000.
- NTC San Diego has trained more than 1,500,000 men since the station was opened in 1923.
- NTC San Diego trains more than 68,000 sailors each year.
- The Personnel Department at NTC San Diego processes more than one and one-half million service record entries annually.
- It takes Navymen exactly 80 minutes to issue a company of 80 recruits their full issue of clothing.
- With the aid of closed-circuit television at the Naval Training Center, San Diego, one instructor can teach up to 2200 men simultaneously.
- During the course of one year personnel at NTC San Diego consumed 1,632,182 gallons of milk and 1,932,640 pounds of bread.
- Fifty percent of the graduates of the Recruit Training Command at NTC San Diego receive immediate schooling in specialized fields following basic training.

schools were placed in operation between 27 Jun 1924 and 1 Oct 1941. Only the Radio, Buglemaster and Electrical schools functioned continuously throughout the greater part of the period between 1923 and 1941. The other schools operated intermittently as required.

Throughout the World War II years, a total of 41 different schools were established and/or reactivated to meet the needs of the service. Although they weren't operated simultaneously, the schools provided training for an on-board student population averaging about 5500 men. The peak student population was reached on 4 Jun 1944, when 8123 students were undergoing training in the various schools.

In April 1944, there was a change in the station's military organization to that of a group command, designated the U. S. Naval Training Center under a Center Commander. It had three subordinate commands—the Recruit Training Command, the Service School Command and the Naval Administrative Command.

WHEN WORLD WAR II ended, the Service School Command continued to train men for the peacetime Fleet. Schools were established and disestablished to meet the needs of the Operating Forces and to keep abreast of changing techniques. The average number of men in training declined to a peacetime level until the outbreak of the Korean conflict. During that era the student population again reached the vicinity of the World War II peaks.

As of 1 Aug 1961, the Service School Command operated 24 different types of schools—11 Class "A", two Class "B", 10 Class "C" and one Class "P" schools plus a preparatory school for Navy Enlisted Scientific Education Program students.

The most recent addition to the Service School Command is the four million-dollar communications school which was completed in February 1962. It has 96 classrooms on three decks and facilities for instructing 1500 men at one time.

Nowadays, the Service School Command occupies 67 buildings and has an allowance of about 30 officers, more than 500 instructors and over 60 administrative and support personnel.

For the Recruit Training Command, the years immediately following World War II brought a considerable reduction in population despite a post-war expansion of service schools.

In fact, the end of 1949 saw the Center's recruit population at a 20-year low of 5800 men. Six months later, however, the Republic of Korea was invaded from the north and the Recruit Training Command immediately began expanding. By September 1950, the Center was again operating at nearly peak capacity.

DURING THE EARLY months of the Korean conflict, it became apparent that the demand for trained personnel in the rapidly growing Pacific Fleet would require further expansion of the Center and steps were

MARCHING BACKWARDS—Old photograph shows how recruit review at San Diego NTC looked in the year of 1925.

SUCCESSOR to 'bucket brigade' was this firehouse at the NTC. *Rt: USS Recruit* readies sailors for sea duty.

taken to reactivate Camp Elliott, a former World War II Marine Corps training camp, located 10 miles north of San Diego.

Camp Elliott was placed in commission as Elliott Annex on 15 Jan 1951. Its purpose was to conduct the primary phases of recruit training. The Elliott Annex lasted only until March 1953 when it was placed in an inactive status. During its two years of operation, however, more than 150,000 recruits were trained there.

Late in 1952, projects were approved to convert some recruit barracks into classrooms and to extend training facilities by construction of a permanent recruit camp on some undeveloped land.

The six converted barracks went into service as recruit classrooms in April 1953 and construction on what was to become Camp Nimitz was completed in 1955. With this project completed, the Training Center filled out to its present boundaries of 509 acres.

THE RECRUIT TRAINING COMMAND occupies the western half of the Naval Training Center and uses berthing spaces for some 20,000 recruits together with mess halls, classrooms, drill fields, recreational areas and administrative buildings. The Command also operates a recruit ticket office and a firefighting school at Carroll Canyon and a rifle range at Camp Elliott.

NTC's Ever-Changing Drill Team Keeps Same Sharp Look

One of the newest units to represent San Diego's U. S. Naval Training Center is the precision drill team from Radioman "A" School, Service School Command.

The team was established on 1 Jul 1964 and represents the Center in military ceremonies, civic celebrations and parades throughout southern California.

The outfit consists of a 12-man marching unit and five-man color guard and is composed of student volunteers who spend from 10 to 15 hours a week perfecting their intricate routines.

In addition to a close-order precision drill which can easily be staged in an area 20 feet square, the unit has developed several routines for use in parades. There is, for instance, a smartly done cross-over movement coupled with a nine-count Manual of Arms with twirling variations and the Queen Anne Salute.

Members of the drill team must maintain a high academic standing in their class work; otherwise they are dropped from team membership. They give a consistently fine performance despite the constant loss of members who complete their nine weeks of training at San Diego and graduate to the Fleet.

Despite the constant influx of new drill team members, however, the team's repertoire of precision drills never fails to please the crowds and lend smartness to military occasions.

BEGINNING—NTC is shown in '23, before commissioning.

GROWING UP—Permanent barracks doubled the center's size but tent city was used until the late 1930's.

Service School Command Adds Six

The Service School Command of the Naval Training Center in San Diego, Calif., has annexed six more schools into its organization, thus augmenting its program of providing Navy and Marine Corps Personnel with extensive and highly skilled training.

The schools were originally part of the U. S. Naval Station in San Diego, but were officially annexed to the Training Center on 1 January. The schools are Basic Patternmakers, Basic Molders, Advanced Molders, Advanced Welders, Diver Second Class, and Electronics.

The annexation took place to standardize instruction at Naval Station and NTC schools. All schools will now come under the control of the Bureau of Naval Personnel. Control of the schools at the Naval Station was formerly held by Commander, Pacific Fleet Training Command. The new system will provide additional instructional support and training aids for the school complex.

Buildings and facilities at the Naval Station will still be used with personnel continuing to be trained there. Fund administration will be handled by NTC.

BIG CHANGE—NTC is shown (at bottom) in early 1960's.

The Naval Administrative Command provides logistic support for the operation of the station's other commands. The physical facilities of the Center include 399 buildings—barracks, mess halls, classrooms, auditoriums, warehouses, churches, hospitals and others which add up to a city with a population of 20,000 Navy men and women. The construction of new buildings also falls under the jurisdiction of this command.

The raw material—civilians who come to the San Diego Naval Training Center to emerge as Navymen 10 weeks later—usually comes from the states of the nation located west of the Mississippi and south of the Mason-Dixon Line. Also included are the states of Alaska and Hawaii plus the territory of Guam and the Philippine Republic.

The neophyte Navymen at San Diego spend about 30 per cent of their time in classrooms studying subjects designed to give them the basic fundamentals which build a career in the modern Navy. These subjects include Seamanship, Ordnance and Gunnery, Damage Control and Firefighting, Naval Customs and Traditions, Military Training, Physical Training plus classes in character guidance, citizenship, personal health and hygiene, first-aid and the Uniform Code of Military Justice.

The rest of the students' time is spent applying classroom skills on the firing range, in docking areas, at the firefighting school, at small boat wharves and on the parade grounds.

The physical training at San Diego emphasizes competitive sports and there are facilities available for all to participate collectively or individually in the program.

After they have been schooled, lectured, marched and otherwise exercised, the recruits find themselves on the parade ground with bands playing and flags flying, passing in review before the reviewing officer, distinguished visitors and frequently their own families and friends.

For the erstwhile recruits, it means they are no longer boots. For the Naval Training Center, it means the successful completion of one phase of its job—training men for the U. S. Navy.

DECORATIONS & CITATIONS

DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United Stotes in a duty of great responsibility . . ."

Gold Star in Lieu of Second Award

★ RUSSELL, JAMES S., Admiral, USN, as Commander in Chief, Allied Forces, Southern Europe, from January 1962 to January 1965. During this period ADM Russell made an outstanding contribution to the security of the United States and its NATO allies. His direction and coordination of the multinational forces allocated to his command contributed materially to their readiness. During the negotiations for an amicable settlement of the Cyprus crises, he exhibited skill, clear-sightedness and objectivity in his relationship with officials of Allied Nations in the Southern Region and with commanders of contiguous national and NATO military commands. ADM Russell initiated the preparation and negotiation of civil-military cooperation agreements with the governments of Greece, Italy and Turkey for the division of responsibilities in wartime between allied and national commanders. These agreements were the first of their nature to be completed within the Allied Command, Europe. Through his leadership, ADM Russell materially enhanced the military posture of his command and advanced the accomplishment of the NATO mission.

LEGION OF MERIT

"For exceptionally meritorious conduct in the performonce of outstonding service to the government of the United Stotes . . ."

★ DONLON, JOHN M., Commander, USN, as commanding officer of USS *Shark* (SSN 591) in 1964. Planning for and successfully executing a complex, difficult and important independent submarine operation, CDR Donlon was instrumental in achieving results of great value to the government of the United States. His preparation, analysis and documentation of information were important contributions to the success achieved.

★ HUSHING, WILLIAM C., Captain, USN, as Supervisor of Shipbuilding, U. S. Navy, at Groton, New London, Conn., from February 1962 through August 1964. Acting for the Director, Special Projects and the Chief, Bureau of Ships, CAPT Hushing contributed immeasurably to the nation's deterrent strength through his role as a key official of the Navy industry team developing and producing *Polaris* submarines. CAPT Hushing skillfully led the *Polaris* team at Groton in producing ships worthy of the names they carry. The timely completion of these ships has not resulted in any sacrifice of quality; to the contrary, new standards of quality and state of completion at delivery have been established.

★ RABER, ROBERT R., Lieutenant Commander, CEC, USN, as Public Works Officer at the U. S. Naval Station, Kodiak, Alaska, during the weeks immediately following the 27 Mar 1964 Alaskan earthquake. Lieutenant Commander Raber contributed greatly toward effecting the speedy restoration of the Naval Station at Kodiak. Immediately after the earthquake ceased, he proceeded to the power plant, remaining there at grave personal risk to insure the plant machinery was properly secured. He worked continously during the following weeks, with little sleep, coordinating the repair operations, directing the installation of emergency equipment and planning for reconstruction.

★ STANLEY, EMORY D., JR., Rear Admiral, SC, USN, as Auditor General of the U. S. Navy from 1 Nov 1962 to 1 Feb 1965. RADM Stanley's new concepts of audit utilization and audit summarization have made audit a vastly more useful service to top management. Under his leadership, Navy audit has kept pace with the rapid growth of new techniques. Knowledge and ideas on management information display have made him a sought-after advisor in this field. His direction of the Survey of Resources Utilization in the Western Pacific Area, completed in December 1964, made an important contribution to the maintenance of Pacific Fleet readiness.

★ WOOD, HARRY W., Captain, USN, as Assistant Director for Plans, Defense Communications Agency, from 22 Jun 1962 to 30 Nov 1964. CAPT Wood made a major contribution toward enhancing the communications capability of the world-wide Department of Defense Communications System to support the Command and Control activities of national authorities.

Gold Star in Lieu of Second Award

★ LEVERTON, JOSEPH W., JR., Rear Admiral, USN, as Deputy Chief of Staff to Commander in Chief, Atlantic Fleet and the Atlantic Command from 8 Oct 1962 to 20 Jul 1964. RADM Leverton contributed valuable guidance and leadership to the staff in providing sound recommendations to the Commander in Chief for the effective utilization of assigned forces. During this period the Atlantic Command was engaged in a wide range of operations and exercises in support of national defense policies, including the planning and conduct of operations in the vicinity of Cuba, incident to the Soviet-sponsored build-up of offensive weapons; the conduct of continuous air surveillance of Cuba to detect deliberate reinstitution of those weapons; the conduct of continuous antisubmarine surveillance of the Atlantic Command ocean area; and the deployment of naval forces to Haiti and the Dominican Republic during periods of tension. RADM Leverton contributed in large measure to the success of these operations.

DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aeriol flight . . ."

★ ROBINSON, ROBERT M., Lieutenant, USN, posthumously, as pilot of a jet aircraft in Attack Squadron 43 during a routine training flight on 24 Jun 1964. Experiencing engine failure while approaching the runway for a landing at NAS Oceana, Virginia Beach, Va., LT Robinson elected to remain with his disabled aircraft and succeeded in maneuvering it clear of numerous homes beneath him before ejecting at extremely low altitude. In so doing, he sacrificed his own life to safeguard the lives of others.

★ SATHER, RICHARD C., Lieutenant (j.g.), USNR, posthumously, as pilot of an aircraft in Attack Squadron 145 aboard USS *Constellation* (CVA 64) on 5 Aug 1964. Participating in a flight of four aircraft which located and was fired on by five motor gunboats in an area north of Loc Chau, North Vietnam, LTJG Sather carried out three damaging attacks against two of the largest craft before his plane crashed in the water between them. He contributed materially to the success of his flight in inflicting severe damage on the gunboats.

TAFFRAIL TALK

FOUR NAVYMEN FROM the U. S. Naval Explosive Ordnance Disposal Facility, Indian Head, Md., have demonstrated their lifesaving abilities—with a doe.

The four watched the deer start to cross a creek one cold morning, get in water over her head and begin to flounder. By the time they reached the scene, she had disappeared and the bubbles had stopped.

One of the men found her about a foot underwater, grabbed her ears, and kept her head above water until she could be pulled into the boat. Then they tied her feet together to prevent her from thrashing about.

Five minutes of artificial respiration later, her heart began beating again. After a few short breaths, her breathing returned to normal.

When they reached the shore she was untied and released, but her legs wouldn't hold her up. So she was tied up again, loaded into a truck, and carted off to the Facility.

Untied again, she got up shakily, stood this time, and walked slowly around the yard. Then she kicked a board out of the fence and bounded off into the woods.

These Navymen really saved their doe.

★ ★ ★

Modern technology helped a USS *Ranger* (CVA 61) sailor out of a tough spot.

He charged down the pier at a dead run toward the one remaining brow just before *Ranger* got underway.

He was 40 feet short.

The brow was lifted away, and there he was—thinking about what they do to sailors who miss a ship's movement.

But what might have become a very sticky situation was averted when a forklift operator employed by NAS Alameda hailed the *Ranger* man.

"Climb on," he yelled. "I'll get you aboard."

The sailor did just that. He clambered onto the forks and the operator aimed his vehicle for the ship, pressing the "up" button as he went.

It was a beautiful sight to see. The forklift reached the ship's forward aircraft elevator just in time. The sailor hopped off, turned, snapped a sharp salute to his benefactor, and disappeared into the ship.

A nice story, but we suspect the safety people might have something to say about this.

★ ★ ★

Forward-looking thinking in the Navy has not necessarily been confined to its more technical atomic, supersonic aspects.

LTJG Robert F. Murphy, Special Services Officer of Mayport, is willing to dare greatly. Solely in the interests of morale, he has established a "date roster" of eligible young women of Jacksonville, for the benefit of naval personnel who want a date. Men must list their preferences for blondes, brunettes or redheads, plus desired ages.

There's a catch to all this, however. Married men are not eligible. In fact, warns Lieutenant Murphy sternly, "the names of married men registering will be forwarded to their wives for appropriate action."

One question arises in our mind. Is Lieutenant Murphy married?

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is corefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

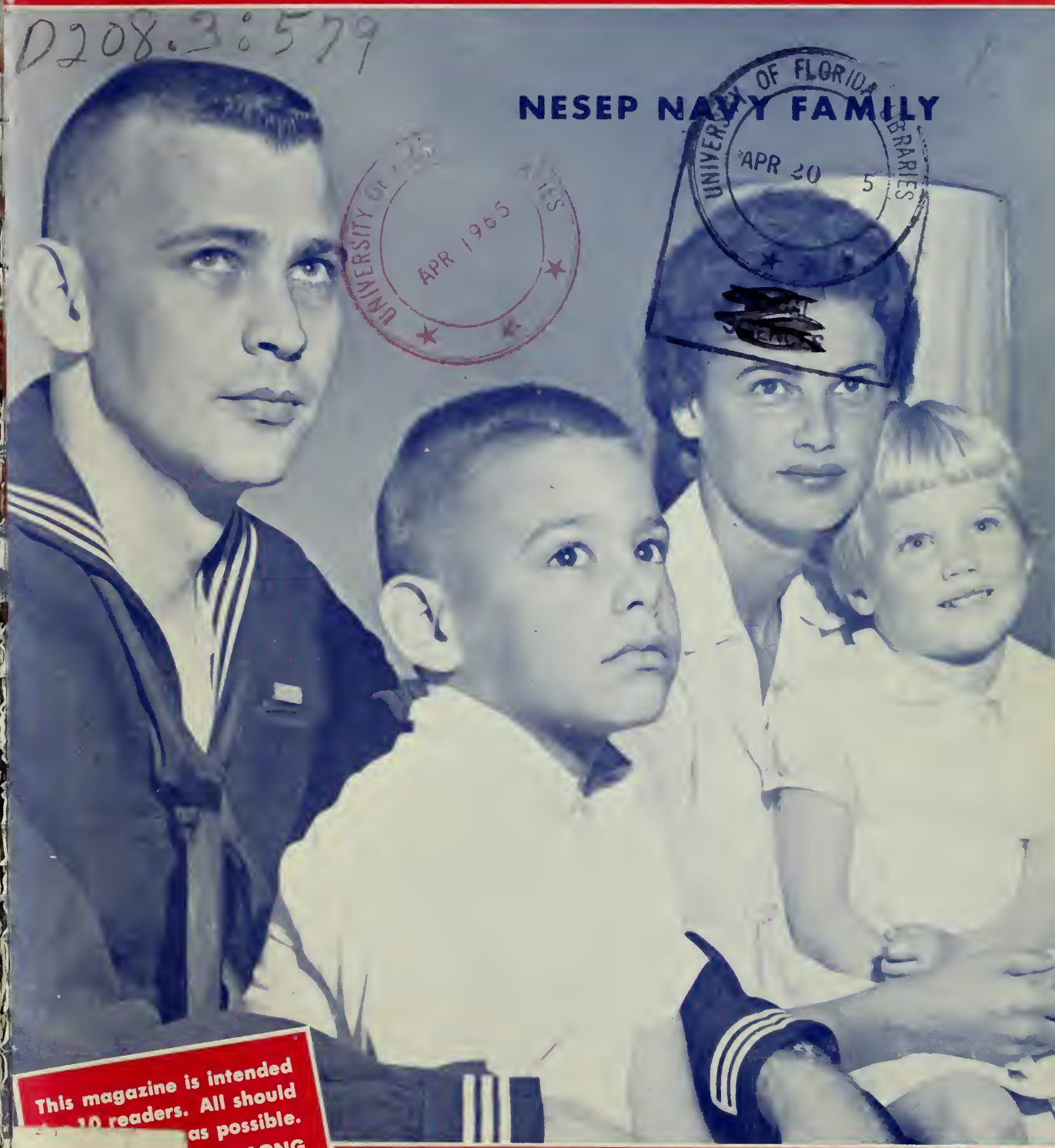
• **IN FIGHTING TRIM**—*USS Duncan* (DDR 874) looks sleek, swift and mighty smart as she slices through the waters of the Pacific on a training operation.


674

HOW DO YOU RATE IN YOUR JOB?

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



NESEP NAVY FAMILY

This magazine is intended
10 readers. All should
as possible.
OPY ALONG

APRIL 1965

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

APRIL 1965 | Nav-Pers-O | NUMBER 579

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to subactivities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

TABLE OF CONTENTS

• **FRONT COVER: GOING PLACES**—Data Systems Technician Bob Wise, naw **DSCA, USN**, a student at Auburn University, Auburn, Alobamo, under the Navy's **NESEP** educational pragram poses for photogroph ot home with wife ond children.

• **AT LEFT:** BRIDGE WORK—Rodar seomon J. D. Taney maintoins contact platting boord on bridge of *USS Ranger* (CVA 61) while in woters off Vietnom. Position, course and speed of rador contacts are recarded. *Ranger's* skipper, Coptain A. B. Grimes and Boatswain's Mate of the Watch F. L. Newport can be seen in bockground.

• **CREDIT:** All photographs published in ALL HANDS Mogozine are officiol Department of Defense photos unless otherwise designated.

OPPORTUNITY KNOCKS—Participants in Enlisted Scientific Education Program work for degree and Navy commission.

NESEP NAVYMEN

"Opportunity knocks but once," quoth the sage, but almost any NESEP student will tell you the sage was dead wrong. Opportunity not only knocked twice for them, it battered down the door.

NESEP (for Navy Enlisted Scientific Education Program) is one means by which the Navy acquires trained personnel to cope with its increasingly complicated systems.

In fulfilling this purpose, the Navy also conducts a tremendous salvage program of scientifically inclined minds which might otherwise have been wasted in jobs below their capacity, simply because they lacked training.

Clearly candidates for NESEP have what it takes. They are either high school graduates or have completed at least three years of high school and have scored in the seventy-fifth percentile in each area of the GED test. They also have a GCT plus ARI basic battery score of at least 118.

These measurements of minds indicate their owners have the ability to do college work. However, they didn't. Some dropped out before they finished high school. Others could not afford a higher education. A few actually enrolled in college courses but were unable to keep it up.

By the time these men reached the age of 21 (the minimum age for a NESEP student) they had tumbled to the fact that life would be sweeter if they had a college degree.

By the time they are 21, they also know they like the Navy and want to make it a career. Many of them—even those who weren't particularly good students in high school—have spent much of their free time taking correspondence courses or after-hours schooling.

In 1956, when the NESEP program was begun, a path of advancement was opened to a number of men

Pennsylvania State University

NESEP student, Electronics Technician First Class P. A. Trump leaves engineering class at University of Kansas.

Stanford University

who had the brain power to get ahead but who hadn't developed it.

They were given a chance to obtain a college degree at no cost to themselves and, although no promises were made to the first class, a commission was thought to be in the offing.

Getting the NESEP program started wasn't easy for the Navy. The education picture was almost as tight in 1956 as it is in 1965. Colleges and universities were distinctly wary of accepting students who hadn't completed high school—particularly since classrooms were already crowded with students. Two universities, however, were persuaded to take a chance on the NESEP students.

The first class attended only the winter sessions at the universities to which they were assigned. During the summers, the students were sent to various naval installations where they received practical training in subjects they had studied during the winter.

After two years at their university, the students returned to the Fleet to keep themselves abreast of activities within the Navy during their two years' absence from the sea. They then returned to college for their junior and senior years.

The third NESEP class changed this procedure. When the students enrolled in college, they knew they were there for four straight years—summers as well as winters—and would be sent, upon graduation, to the Officer Candidate School at Newport, R. I., or the Aviation Officer Candidate School at Pensacola, Fla.

THE ROAD to a NESEP education is not easy, but those who take it know the rewards are great. NESEP men know they have talent they are wasting and see in NESEP the golden opportunity to develop the background they have slighted for reasons of their own.

If they qualify for a NESEP education, they submit their application to the Chief of Naval Personnel by 1 November. They are then interviewed by a board of three officers appointed by their CO.

The board members evaluate the candidates and this evaluation weighs heavily either for or against the applicants. The commanding officer then interviews the candidates. If he feels they are of good moral character, motivated for career officer status and have the academic potential, he endorses their applications.

COLLEGE DAYS—Photos from various universities participating in Navy's college training program show activities of NESEP students on campus, at home.

SELECT GROUP—Students and faculty at NESEP Preparatory School located at San Diego NTC pose for class photo.

On the second Monday in November, all candidates take a Navy-wide examination which is far from easy. Sample question: The vertex angle of an isosceles triangle exceeds each base angle by 30 degrees. Find the number of degrees in each angle of the triangle.

Candidates who survive the examination are now up against a selection board which delves into their service record, previous educational endeavor, their CO's recommendation and their final examination score.

When the selection board finishes its work in February or March, the lucky candidates receive a letter from the Assistant Chief of Naval Personnel for Education and Training which begins, "You are to be congratulated."

No congratulations will be more sincere and none will be more deserved for the Navymen who are selected will have surmounted formidable hurdles, and they understandably take a deep breath and relax in the warm glow of justifiable pride.

LEST ITS NESEP candidates become too smug, the Navy gives them a quick kick in the pants with orders to a Naval Preparatory School. The candidates, depending upon their location at the time, will go either to Bainbridge, Md., or to San Diego, Calif.

Any NESEP student who had forgotten how long it had been since he saw the inside of a classroom is soon reminded. For nine well-filled weeks, he is drilled in mathematics, physics, chemistry and English, and oriented toward college academic requirements.

Soon after he arrives at the Prep School, he is given the College Entrance Examination Board Tests. This battery is made up of the Scholastic Aptitude Test verbal and mathematics sections.

While the candidates are in the preparatory school mill, close watch is kept upon their physical fitness. They are now required to measure up to more rigid physical standards, because physical stamina is needed.

The increased physical requirements and the academic strain take their toll. A number of those who enter the preparatory school drop out during the nine weeks of training.

WHEN THE NESEP student receives orders to the preparatory school, he and his family have a preview of what the four years are going to be like.

The orders they receive state: Due to the intensity of academic requirements at the preparatory school, dependents will remain at the student's last duty station until the end of the preparatory training.

Husbands and fathers must submit themselves almost entirely to the discipline of their studies, and their wives start getting used to raising the kids without much help from their husbands; doing the marketing without hubby's advice and generally running the family by themselves.

A NESEP candidate is urged to discuss the coming four years with

Do You Have the Quals to Go NESEP?

The first step to a NESEP education is to check your qualifications against those required by the Navy. Here are the qualifications you have to meet. Check yourself against them and see how you do.

- You may be a high school graduate and you must be between 21 and 25 years old.
- If you are not a high school graduate, you must have completed at least three years and possess a GED score in the 75th percentile in each area. A desirable high school background includes four units of English, two and one-half to three units of mathematics and two or three units in physics, chemistry or biology.
- Your GCT plus ARI basic battery must be at least 118.
- You must be physically qualified. Minimum vision up to 20/100 each eye will be waived if it is correctable to 20/20 with standard lenses and if there is no organic or progressive disease present. No other waivers will be considered.
- You must be a petty officer at the time of application.
- A conviction by either court-martial or civil court during the two-year period preceding your application will disqualify you, unless it was for a minor traffic violation.
- You must be recommended by your commanding officer.

A most important eligibility factor is your record of educational activity since entering the Navy. If your service record shows you have been spending your free time in constructive learning through correspondence courses or after-hours schooling, it makes sense that you'll be a pretty good bet as a full-time student. (Incidentally, if you enrolled in a college before entering the Navy and left with academic failures or a poor record it would be mighty important, if not downright necessary, for you to have evidence of constructive educational activity since then.) Higher math is particularly desirable.

his wife, for the wife's attitude toward her husband's academic career has a definite bearing upon whether he should accept a NESEP appointment and how he will function after he accepts it.

In fact, the four years the NESEP student spends at college are an equally great challenge to his wife. Frequently, the quarters provided for married students at universities are designed for younger married couples who have fewer children than the Navy families.

While her husband is hitting the books, there is little or no opportunity for conversation or talking the problems of the day over with him. Nor are there as many opportunities for husband and wife to go out for dinner and a show. Most of all, any wife will say emphatically that keeping the youngest children quiet while Dad is studying is tough.

BUT WITH the disadvantages, there are also advantages—not necessarily during the four years her husband is in college but for the many years after. A wife knows her husband will go farther with a college education. She knows he will become an officer and that the family will benefit from his new status. Most wives consider four years of diminished attention is a small price to pay.

The Navy invests a considerable amount of time and money in its NESEP students. It expects the training they receive will benefit the Navy. Usually the Navy is not disappointed. There are several reasons NESEP students remain with the Navy but one is more apparent than others.

A Navyman must be a petty officer before he is considered for NESEP. This means he has completed about four years of active duty.

Before he sets foot inside a classroom, the NESEP student obligates himself for six years of service—four years to be spent in school and six years of active duty after graduation. At the end of his sophomore year, each student extends for an additional two years.

With 12 years of his life invested, it is not likely the NESEP man and future officer will quit before he has spent at least 20 years in the service.

For most NESEP students the obligation is a formality. They know they are career Navymen before they enter the program. They have demonstrated through tests and their educational activites within the Navy that they have the mental capacity to master a college curriculum and the initiative to make the most of their education.

NESEP Universities: They're a Select Group

These are the universities participating in the Navy Enlisted Scientific Education Program: Auburn University, Ala.; the University of Colorado, Boulder, Colo.; the University of Idaho, Moscow, Idaho; the University of Kansas, Lawrence, Kans.; the University of Louisville, Louisville, Ky.; Marquette University, Milwaukee, Wis.; Massachusetts Institute of Technology, Cambridge, Mass.; Miami University, Oxford, Ohio; the University of Mississippi, University, Miss.; the University of Missouri, Columbia, Mo.; the University of Nebraska, Lincoln, Neb.; the University of New Mexico, Albuquerque, N. M.; the University of North Carolina, Chapel Hill, N. C.; North Carolina State College, Raleigh, N. C.; the University of Oklahoma, Norman, Okla.; Pennsylvania State University, University Park, Pa.; Purdue University, West Lafayette, Ind.; Stanford University, Stanford, Calif.; the University of Texas, Austin, Texas; the University of Utah, Salt Lake City, Utah; Vanderbilt University, Nashville, Tenn.; the University of Washington, Seattle, Wash.

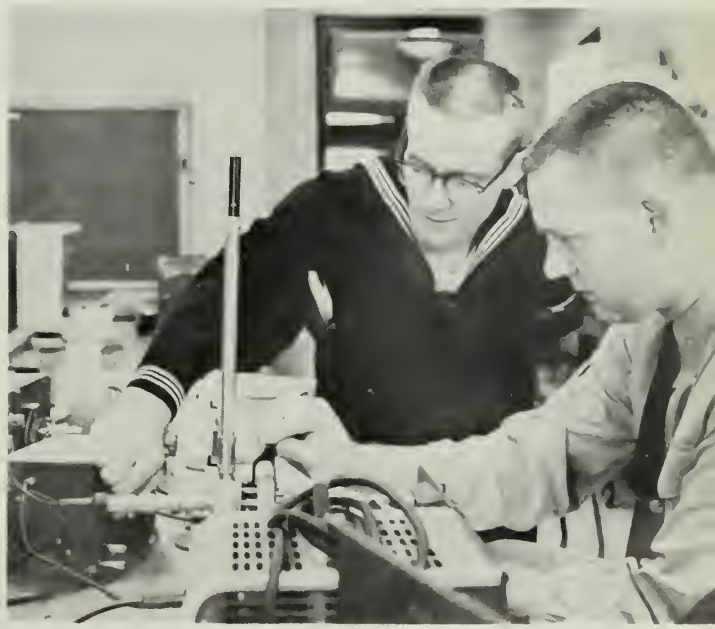
NESEP students studying at any of these institutions have their choice of the following majors:

ENGINEERING: Aeronautical, Chemical, Electrical, Mechanical, Metallurgical, Engineering Physics, Nuclear.

SCIENCE: Physics, Nuclear Physics, Chemistry, Meteorology, Oceanography.

MATHEMATICS: Mathematics, Systems Analysis.

ON THE 'JOB'—Navy student J. H. Rasfeld, ATN2, bones in NESEP study room at Marquette University. *Rt:* J. D. Turner, ET1, and C. A. Harrison, ATCA, work experiment in electrical engineering lab at North Carolina State.



Auburn University

It's a Great Opportunity—and a Challenge

Navymen enrolled in the Navy Enlisted Scientific Education Program may feel closer to academic life than to Navy life while they are in college, but they are nevertheless still in the naval mainstream.

They are, for instance, required to wear their uniforms on campus at specified times (usually once a week). On other days, civilian clothes are approved.

While they are participating in the program, students can and do advance in rating in the normal manner except that completion of practical factors and performance tests for advancement are waived for them.

If you reasoned that NESEP students are not eligible for pro-pay, you are correct.

In the back of every NESEP candidate's mind is the question of where he stands if he flunks out.

If the student doesn't finish the preparatory school for physical, academic or other reasons, he may request that his service obligation be canceled. Once the student is enrolled in a university, however, his service obligation is the same regardless of whether or not he graduates.

When NESEP students graduate, and are commissioned, they are members of the regular Navy. Their Navy officer designator code is assigned according to the needs of the service but in most cases it is 1100 —line officer.

COLLEGE GROUP—NESEP students at Univ. of Nebraska muster for photograph. *Below:* James Zweerink, FTG1, *(center)* takes part in intramural game.

In this program, however, many are called but few are chosen. About 2000 compete in the Navywide exams but only 281 entered NESEP colleges last September.

During the last calendar year, 137 NESEP students were graduated. Many of these occupied their time so successfully they graduated with their Master's as well as their Bachelor's degree.

WHEN YOU consider that NESEP men are students whose high school careers may not have been impressive enough to enable them to enter college on their own recorded merits, the scope of the Navy's salvage of scientific brain power stands out most sharply—particularly when you examine the NESEP students' scholastic records.

The Navy is not satisfied for its students to be only average. They must be better than the run of the mill. A civilian could, for instance, manage to graduate with a low point average, but a NESEP student is not permitted to continue his studies if his grades lag. Each student is permitted to fail once. Even then, he must make up the subject. If he fails twice, he is out.

Although many entered college with unimpressive credentials, NESEP students frequently emerge on graduation day covered with honors.

Many NESEP students are initiated into professional honor societies and some serve as officers. Others are offered membership but, for reasons of their own, decline to accept.

The names of many other NESEPs appear on the Dean's and the Presi-

University of Mississippi

University of Washington

University of Nebraska

dent's honor rolls and in the list of students having grades in the upper five per cent.

There is also a liberal sprinkling of Phi Beta Kappas among NESEP graduates and those who graduated *cum laude*.

MOST OF the first NESEP students are serving the Navy now as lieutenants. If opportunity hadn't knocked the second time for them, the chances are they would never had gone to college; never became officers.

Since NESEP gave them a chance to train the minds they realized were not being fully utilized, they are now reaping greater benefits for themselves and providing the Navy with badly needed technical leadership.

In the foreseeable future, these men will retire on substantially more pay than they would have received before NESEP and, because of their training, they will undoubtedly be able to command a higher place for themselves as civilians after retirement, if they choose to pursue a second career.

The four years of hard work invested by these men has brought them dividends that will continue and increase throughout their lives.

—Robert Neil

University of Kansas

North Carolina State University

ON CAMPUS—On the way to classes are NESEP students at Univ. of Missouri.

Learning

Navy instructor, LT J. H. Childs and astronaut LCDR R. F. Gordon, USN, inspect copter.

CDR A. B. Shepard, Jr., USN, mounts trainer with teacher, Navy LT R. G. Breitenbach.

TWENTY-EIGHT of America's astronauts have completed another phase of their training program for a manned lunar landing. The last of the astronauts recently finished helicopter indoctrination as part of the moon flight.

Helicopter training? Astronauts? How do the whirlybirds figure in a flight to the moon? Read on.

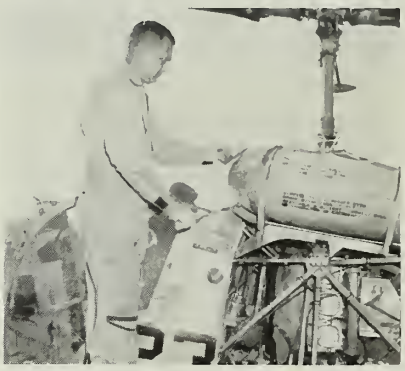
The purpose of the copter training was to enable the astronauts to simulate flying the Lunar Excursion Module of the Project *Apollo* Spacecraft. A helicopter can simulate rate of descent and landing profile required of the LEM. Control and physical configurations of the two craft are different, however.

The similarity of descent characteristics between the two vehicles is most pronounced when the helicopter is in autorotational descent. Under this condition the engine is brought to idle and the main rotor is allowed to wheel free. As the craft descends, the rotor's pitch, or bite, is decreased—allowing the rotor, under a decreased load, to build momentum to a safe rotational speed. When the helicopter nears the ground the rotor's momentum is used as the power source. Needless to say, that power dissipates quickly, allowing only a one-shot chance at a smooth landing.

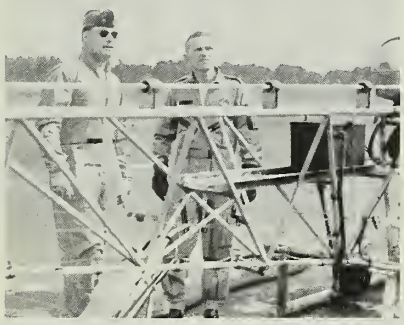
The program began 14 months ago. On 21 Nov 1963, NASA astronauts Neil A. Armstrong, and Lieutenant Commander James A. Lovell, Jr., USN. began a study familiarizing them with the hover, descent, and landing characteristics of copters.

The astronauts, in two-man teams, continued the study in 1964. As soon

MAJ V. I. Grissom, USAF astronaut and instructor CAPT J. L. Bolton, USMC, talk shop.

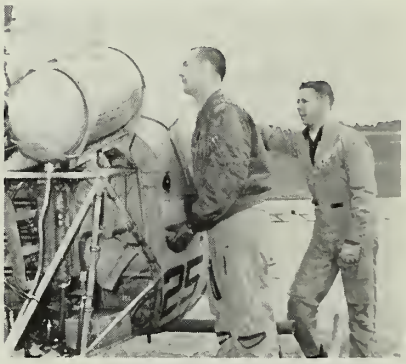


Marine astronaut CAPT C. C. Williams checks gas supply during copter flight training.



MAJ T. E. Archer, USMC, flight instructor briefs astronaut MAJ F. Borman, USAF.

Air Force astronaut CAPT E. H. White, II, checks tail rotor prior to flight.



Astronaut J. A. McDivitt, CAPT, USAF, and Marine CAPT R. E. Heald inspect bird.

NASA astronaut CDR W. M. Schirra, USN, leaves copter wearing a solo grin.

Model shows Lunar Excursion Module (LEM) proposed for landing men on the moon.

To Make a Moon Landing

as one of the teams had finished the two-week syllabus, a new team took its place, except for an occasional lapse.

Training was initiated at the request of NASA's Joseph S. Algranti, Chief Aircraft Operations Officer, a commander in the organized Naval Reserve.

The Navy's only basic helicopter training squadron, Helicopter Training Squadron Eight, was assigned to qualify the pilots to NASA's specifications at NAS Pensacola.

The astronauts' training aircraft was the Navy's primary helicopter trainer—the TH-13M (HTL-6). They also received two hours of instruction in the H-34 (HUS/HSS-1) to familiarize them with phenomena ecountered in copters in the dark, under dusty conditions.

Each of the astronauts receive 20 hours of flight training involving such techniques. In addition they receive 18 hours of ground school. During the first 11 flight hours of their syllabus, the astronauts took the same training as all beginning helicopter pilots. After the 11th flight hour, they too were "Safe for Solo" in the earth-bound whirlybirds.

After soloing the TH-13M their program became specialized. They received intensive training in autorotations from a 1000-foot altitude to duplicate the LEM rate of descent and its approach profile during descent to the moon. Toward the end of their training they transferred to H-34s for the same type training under conditions where the horizon would be obscured by darkness or dust. If dust is present on the lunar surface the LEM's retro-rockets would blast it up in a visibility-cutting cloud much the same as the helicopter rotor blast does back here on earth.

The usual naval trainee requires a more extensive course of instruction than did the astronauts. Due to Fleet requirements a naval helicopter student receives an 80-hour training course. The astronauts with their lesser requirements needed only 20 hours.

The astronauts trained generally as two-man teams at NAS Pensacola, as follows:

Neil A. Armstrong and Lt. Commander James A. Lovell, Jr., USN.

Commander M. Scott Carpenter, USN, and Commander Alan B. Shepard, Jr., USN.

Elliott M. See, Jr., and Major Thomas P. Stafford, USAF.

Commander Walter M. Schirra, Jr., USN.

Major Virgil I. Grissom, USAF.

Donald K. Slayton.

Captain Edward H. White, II, USAF, and Major L. Gordon Cooper, Jr., USAF.

Lt. Commander Charles Conrad, Jr., USN, and Major Frank Borman, USAF.

Captain James A. McDivitt, USAF, and Lt. Commander John W. Young, USN.

Captain Charles A. Basset, II, USAF, and Captain Clifton C. Williams, Jr., USMC.

Captain David R. Scott, USAF, and Lt. Commander Richard F. Gordon, Jr., USN.

Captain Donn F. Eisele, USAF, and Lieutenant Roger B. Chaffee, USN.

Captain William A. Anders, USAF, and Lt. Commander Alan L. Bean, USN.

Captain Russell L. Schweickart (Air National Guard) and Lieutenant Eugene A. Cernan, USN.

Major Edwin E. Aldrin, Jr., USAF,

R. Walter Cunningham and Captain Michael Collins, USAF.

The helicopter training squadron is thinking of revising its motto: "The best helicopter pilots—and astronauts—in the world are trained here."

—Don Rhamy, JO2, USN

One concept on moon landing and return is shown here. Tracked transport fuels return module (foreground) with rocket motors. Manned module (rt.) lands from orbiting *Apollo* when return vehicle is ready. Operation is monitored from Earth by TV surveyor at right rear.

A Test Run: Picking Up

Note: While this issue was scheduled to go on the presses, the Gemini flight of Major Virgil I. Grissom and Lt. Commander John W. Young was coming to a successful conclusion, with the two astronauts safely aboard USS Intrepid (CBS 11).

THE FOLLOWING report covers a test run, one of two unmanned *Gemini* test flights made earlier this year, in January.

In each *Gemini* recovery at sea, the names of the Navy or Coast Guard ships are different, but the mission is the same. The training and preparation point up the complex requirements of just one aspect of the job of conquering space.

Astronaut teams have also been named for the next two *Gemini* launches, and another Navyman, Lieutenant Commander Charles Conrad Jr., was included. Charles Conrad, smallest of the astronauts, will remain aloft for seven days during the third manned *Gemini* flight, scheduled for late this year.

But by far the majority of Navymen involved in *Gemini*—and later in *Apollo*—will be down below. After each flight the astronauts will reenter the atmosphere and, after slowing to a reasonable speed, land in the sea.

Task Group 140 will be waiting.

PLUCKING a spacecraft from the ocean after its lightning journey is no small feat. It involves much more than one Navy recovery ship and a friction-blackened capsule.

Strung out along a 2310-mile Atlantic path during the highly successful final unmanned mission in the *Gemini* series were 11 U. S. Atlantic Fleet ships, 40 Navy and 17 Air Force aircraft, and 4333 members of the armed forces. This assemblage of air and sea power is Task Force 140, the operational recovery arm for the National Aeronautics and Space Administration's (NASA) man-into-space program.

Only one ship could make the retrieval of the fully instrumented spacecraft, but every unit had a

ON THE SPOT—Navy frogmen place flotation collar on *Gemini* as *Lake Champlain* (CVS 39) approaches for pickup.

Gemini

purpose. Guarding against a remote possibility that the *Gemini-Titan* rocket could stray from its programmed course secondary ships and aircraft were assigned critical positions along the Eastern (missile) Test Range.

Two minesweepers and a Fleet tug, their drafts and sizes ideal for coastal maneuvering, patrolled a few miles offshore from Cape Kennedy. Should a booster malfunction occur in the initial seconds after takeoff, astronauts would eject and be retrieved by helicopters. Then the ships would move in to begin the task of recovering all that could be recovered to determine, if possible, the cause.

The minesweepers were USS *Agile* (MSO 421) and *Bulwark* (MSO 425). The Fleet tug was USS *Paiute* (ATF 159).

Positioned in a long line from 450 to 2310 miles downrange were seven destroyers. They were: USS *Charles C. Ware* (DD 865), *O'Hare* (DD 889), *Vogelgesang* (DD 862), *Forrest Royal* (DD 872), *Eugene A. Greene* (DD 711), *Holder* (DD 819) and *Putnam* (DD 757).

Of these widely spaced ships, four were equipped with NASA designed *Gemini-Apollo* retrieval cranes. *O'Hare* and *Eugene A. Greene* were outfitted with externally powered cranes and *Holder* and *Charles C. Ware* were furnished with the self-powered variety.

Considered part of the task force, *Putnam* was riding "shotgun" for *Lake Champlain*, making her prime responsibility the safety of airborne crews.

ALONG THE SAME PATH, from Cape Kennedy to the farthest ship out, various types of aircraft orbited on station over the sunny Atlantic, or squatted at-the-ready on runways and flight decks. Fifteen of these craft were provided for blanket coverage of the mission flight path by the Air Force Rescue Service.

Two HC-3 helicopters and two HU-16 *Albatross* amphibian planes from Patrick and Eglin Air Force Bases cruised near Complex 19, prepared for search and recovery in the event of a launch area abort. Downrange, HC-54 and HC-97 aircraft flew to rendezvous with their assigned ships.

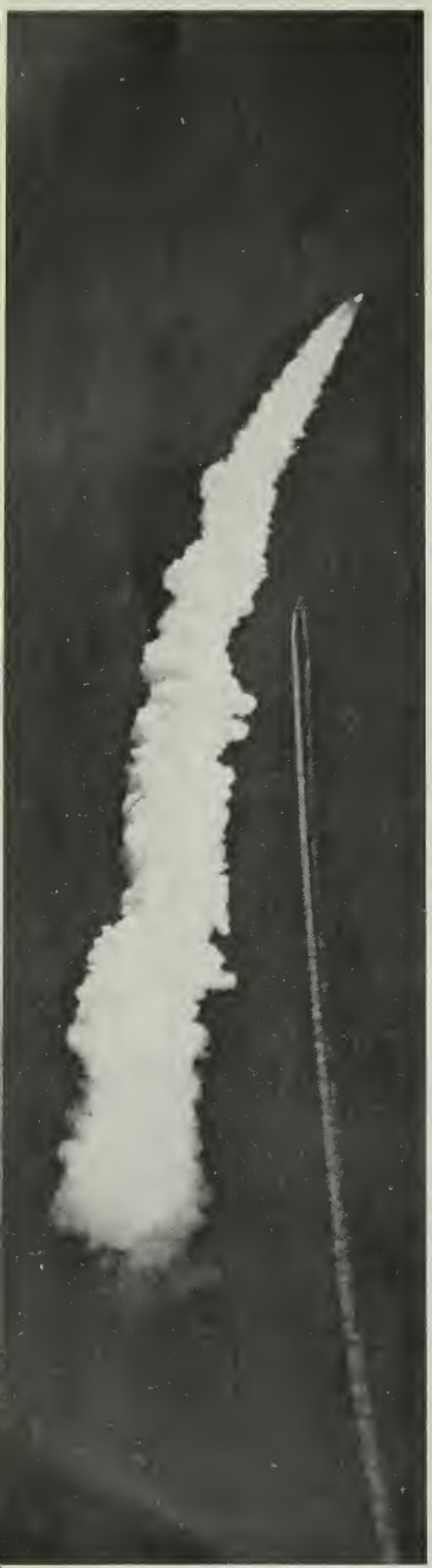
TOP TEAM—NASA *Gemini* flight astronauts Commander John Young, USN, (left) and Major Virgil Grissom, USAF, check flight procedures in *Gemini* trainer.

They were to provide additional long-range locating capability and to deliver swimmers and recovery gear to the spacecraft's location. Several planes carried three-man Air Force pararescue teams and two horseshoe-shaped spacecraft flotation collars. These men and collars were to be deployed if the capsule had impacted a great distance from a recovery ship or it appeared to be in danger of sinking.

The 40 Navy aircraft involved were attached to Antisubmarine Warfare Carrier Air Group 54, embarked aboard the primary recovery ship, *Champlain*.

Sharing the waters along the Eastern Test Range with Task Force 140 ships and furnishing them with location data were the USNS vessels *Rose Knot* (T-AGM 14), *Coastal Sentry* (T-AGM 15) and *Timberhitch* (T-AGM 17). Their decks

OUT TO SEA—*Titan II* blasts from pad at Cape Kennedy during NASA flight.



LIKE REAL—Astronauts Grissom, Young (rt.) practice in mockup of spacecraft.

crammed with tracking gear, these three ships fed telemetry data on the spacecraft to Cape Kennedy's Mission Control Center after its exit from Cape radar range. Island-based radar tracking, guidance command, and computer telemetry made up an Air Force operated network.

ALL PHASES of the spacecraft retrieval operation were "Go" during the hours before lift-off and throughout *Champlain's* recovery of the capsule. A slight delay was encountered at minus five minutes in the countdown, but the count was picked up moments later and the launch began at 0904, four minutes after the planned time.

Downrange units were kept apprised of the pre-launch status of the spacecraft and its *Titan* booster through two-way communications with the Task Force Commander, Rear Admiral Ben W. Sarver, at Cape Kennedy Recovery Control, coordinating center for the force.

Within minutes after its flaming ascent into a cloudless Florida sky, telemetry data placed the speeding spacecraft's calculated landing area scant miles from the originally programmed impact point. At plus five minutes of lift-off, *Vogelgesang* made

HOME ON THE RANGE—*USS Lake Champlain* offloads capsule at Roosevelt Roads. *Left:* Navy jet checks on flight of launch vehicle after lift-off from pad.

SUITING UP—NASA's John Young, USN, and Virgil Grissom, USAF, don suits while preparing for two-man space flight.

her initial radar contact with the craft, confirming its on-target course in space.

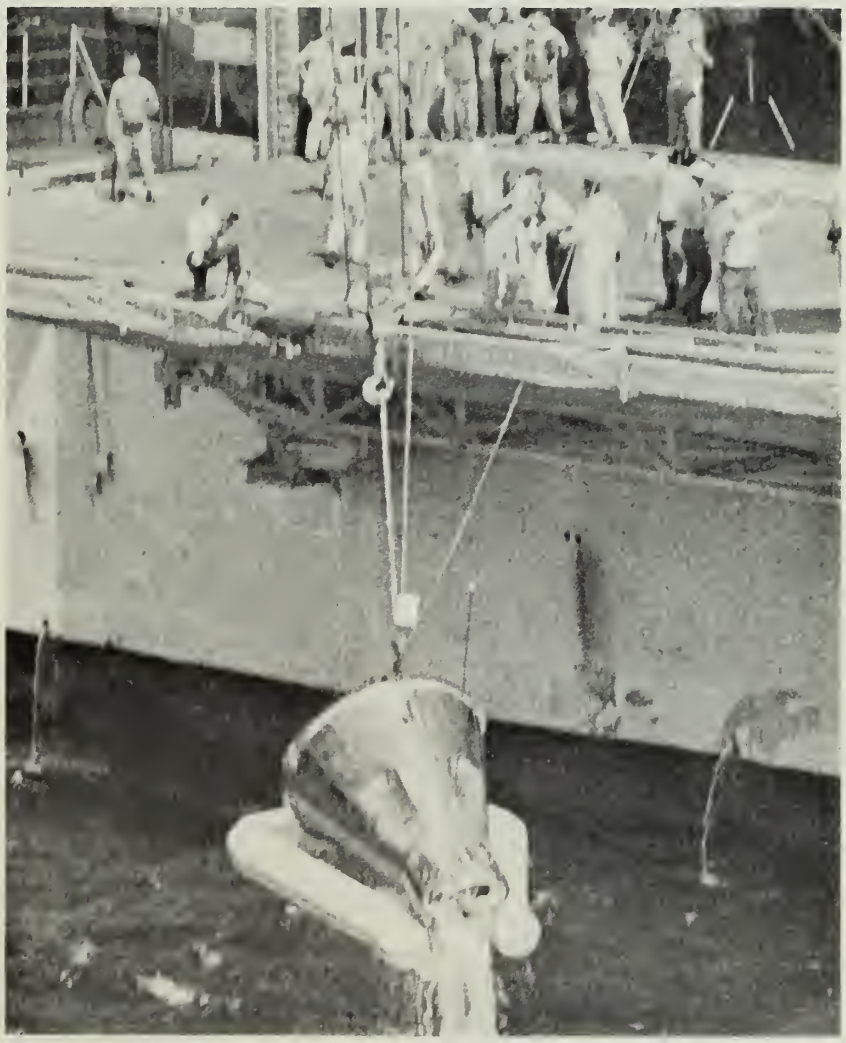
Champlain electronically located the unmanned vehicle shortly after its splashdown and began steaming toward its high frequency radio emissions.

Simultaneously, helicopters of Helicopter Squadron Five, aboard the primary recovery ship, were sent to seek out the spacecraft. Lieutenant Donald Collican piloted his 'copter near the bobbing capsule while a three-man Navy underwater demolition team jumped into the water.

The swimmers fitted a flotation collar about the spacecraft before climbing aboard it to wait for *Champlain's* arrival. Members of the team were Lieutenant (jg) Richard Hauff, Engineman Third Class Allan Archey, and Aviation Machinist's Mate Third Class Mark Navworthy.

A hovering HC-54 from Piarco Airport, Trinidad, had made first visual contact with the NASA spacecraft.

Steaming at 25 knots, *Champlain* sighted capsule and swimmers at a distance of six miles, and an incident-free retrieval of both ensued minutes later. Manned Spacecraft Center and spacecraft contact engineers took charge of the 4700-pound spacecraft after it was lowered to *Champlain's* deck by aircraft retrieval crane. It was then taken to Roosevelt Roads, Puerto Rico, for further transfer.



HOOKED—Recovery team aboard *Lake Champlain* lifts capsule from water.

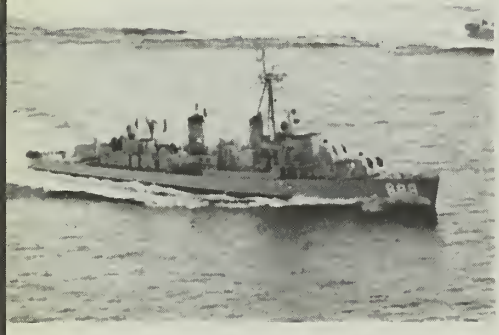
USS Charles C. Ware (DD 865)

USS Putnam (DD 757)

TEAM MATES—Eleven Atlantic Fleet Navy ships participate in the recovery arm of NASA's man-into-space program.

USS Bulwark (MSO 425)

USS Vogelgesang (DD 862)



USS O'Hare (DD 889)

USS Forrest Royal (DD 872)

IT WAS the second spacecraft recovery for *Champlain*. On 5 May 1961 she picked up Commander Alan B. Shepard and his Freedom 7 *Mercury* capsule following his unprecedented suborbital flight.

On-scene commander in the primary recovery area was Rear Admiral William A. Stuart, Commander Carrier Division 16, embarked aboard *Champlain*. Skipper of the carrier is Captain James C. Longino.

Practice toward a systematic recovery, which was begun weeks before the shot, was concluded three days before with a large scale rehearsal. In 11-foot seas and 26-knot winds, *Champlain* placed a mockup capsule in the water and steamed 36 miles off. It was the task of an HC-97, staging from Bermuda, electronically and visually to spot the mockup and direct the carrier to it.

All phases used in the actual mission were enacted with 'copters being deployed and swimmers attaching a flotation collar. Another aircraft was exercised later with the mockup on the carrier's deck. The aircraft homed on the dummy's high frequency emissions and flew a search pattern near *Champlain*.

Ships, aircraft and men comprising Task Force 140 were assigned recovery duties on a temporary basis. Normally operating as units of the Second Fleet, Naval Air, Antisubmarine Warfare, Cruiser-Destroyer, Service, Mine and Amphibious Forces of the U. S. Atlantic Fleet, they were selected and trained for each recovery operation based on NASA's requirements. Following their task force assignment, the units reverted to normal operations.

USS Eugene A. Greene (DD 711)

In a congratulatory message to TF-140 on its recovery, RADM Sarver said: "*CHAMPLAIN'S* REPEAT IN *GEMINI* OF *MERCURY MR-3* RECOVERY CONFIRMS (HER) 'CHAMP' TITLE. ALL OTHERS WHO TRAINED AND WERE ALSO READY BUT WERE NOT CALLED UPON NEED HAVE NO REGRETS OVER NON-ACTIVE PARTICIPATION.

"THE CONFIDENCE OF ALL UNITS TO ACCOMPLISH THE RECOVERY MISSION MADE SUCCESS ASSURED IN ANY CASE."

Force units are scheduled to form soon for recovery activities for the next *Gemini* phase.

Team members not pictured:
USS Agile (MSO 421)
USS Paiute (ATF 159)
USS Lake Champlain (CVS 39)

USS Holder (DD 819)

USS Cony (DD 508)

USS Intrepid (CVS 11) (Shown here as a CVA)

USS Harwood (DD 861)

USS Douglas H. Fox (DD 779)

Task Force for Gemini

A LIST OF NAVY RECOVERY ships currently scheduled to take part in the first NASA *Gemini* orbital space flight was announced by Headquarters, Commander Task Force 140.

Eighteen Navy ships from commands along the Atlantic Coast were named, including an aircraft carrier, a guided missile cruiser, a fleet oiler, 12 destroyers, two ocean minesweepers and a seagoing tug.

Eight Norfolk-based ships were among those designated. The antisubmarine warfare carrier USS *Intrepid* (CVS 11) is serving as primary recovery ship in the predicted spacecraft impact area. Seven Norfolk destroyers tabbed were: USS *John Paul Jones* (DD 932), *Robert L. Wilson* (DD 847), *Douglas H. Fox* (DD 779), *Cony* (DD 508), *Mullinnix* (DD 944), *Harold J. Ellison* (DD 864), and *Rich* (DD 820).

Leaving her berth in Boston to occupy a station midway down the Eastern Missile Test Range was the cruiser USS *Boston* (CAG 1).

Four Mayport-based destroyers participating in the recovery included *Harwood* (DD 861), *Ault* (DD 698), *Turner* (DDR 834), and *Bigelow* (DD 942). Ships picked from Newport, R. I., units are the fleet oiler *Kankakee* (AO 39) and the fleet tug *Nipmuc* (ATF 157). The destroyer *Sarsfield* (DD 837) out of Key West, Florida, will also be on station.

Two minesweepers, *Sturdy* (MSO 494) and *Swerve* (MSO 495), homeported in Charleston, S. C., will be stationed in coastal waters near the Cape Kennedy launch site.

Selection was based on their particular capabilities for location and retrieval of the spacecraft, speed, and because their afloat medical facilities meet NASA's safety requirements for the spacecraft's pilot and co-pilot. This tailored force draws upon ships of the U. S. Second Fleet, the Antisubmarine Force, Service Force, Operational Development Force and Mine Force, Atlantic Fleet.

A majority of ships will be on station along the critically important initial orbit insertion ground track from Cape Kennedy across the Atlantic to the Canary Islands. Four planned landing areas have been provided for a launch abort situation during the powered phase of flight and subsequent to the *Titan II* launch vehicle shutdown and spacecraft separation.

Similar Atlantic recovery areas at the beginning of the second and third orbits will require fewer recovery ships. The aircraft carrier *Intrepid* and two destroyers will occupy the planned primary landing area for a successful three-orbit mission.

The primary recovery group will occupy a station some 165 miles north of the Dominican Republic.

(Not shown: USS Swerve (MSO 495)
USS Sarsfield (DD 837)
USS Bigelow (DD 942)

USS Sturdy (MSO 494)

USS Nipmuc (ATF 157)

USS Boston (CAG 1)

USS Rich (DD 820)

USS Mullinnix (DD 944)

USS Turner (DDR 834)

USS Harold J. Ellison (DD 864)

USS John Paul Jones (DD 932)

USS Ault (DD 698)

USS Robert L. Wilson (DD 847)
USS Kankakee (AO 39)

Round and Round They Go

IN AN ATTEMPT to solve some of the mysteries of space travel, four U.S. Navy enlisted men spent 25 days in a spin at the U.S. Naval School of Aviation Medicine at NAS Pensacola, Florida.

The spin, which began on February 12, was made in a rotating device known as the Slow Rotation Room. This is capable of producing sensations similar to those experienced by a space traveller if rotation is used in a space station to produce artificial gravity.

The experiment was conducted as a part of NASA's long range study to determine man's requirement for artificial gravity and his ability to withstand the various rotational stresses he may encounter in the space environment.

The four subjects of the experiment are volunteers attached to the Pensacola Naval School of Aviation Medicine. They are: Curtis L. Browning, Jr., 19, Rodney G. Holzinger, 17, Terrence L. Duverney, 18, and Harold K. Gribbon, 18. All four are Airman Apprentices.

The four men began living in the Slow Rotation Room February 8, four days before the start of the run, to allow sufficient time for pre-experiment indoctrination and testing. At the conclusion of the 25-day spin the men remained in the room for four

additional days of post-experiment testing and evaluation. The room was not rotated during these pre- and post-experiment periods but their schedules and living conditions continued to be the same.

The room which was home to these men for over 30 days, is a windowless rotating chamber 20 feet in diameter, 10 feet high. It has many of the conveniences of home, including hot and cold running water, a refrigerator, stove, sink, television, wall-to-wall carpeting, and a sewage disposal system.

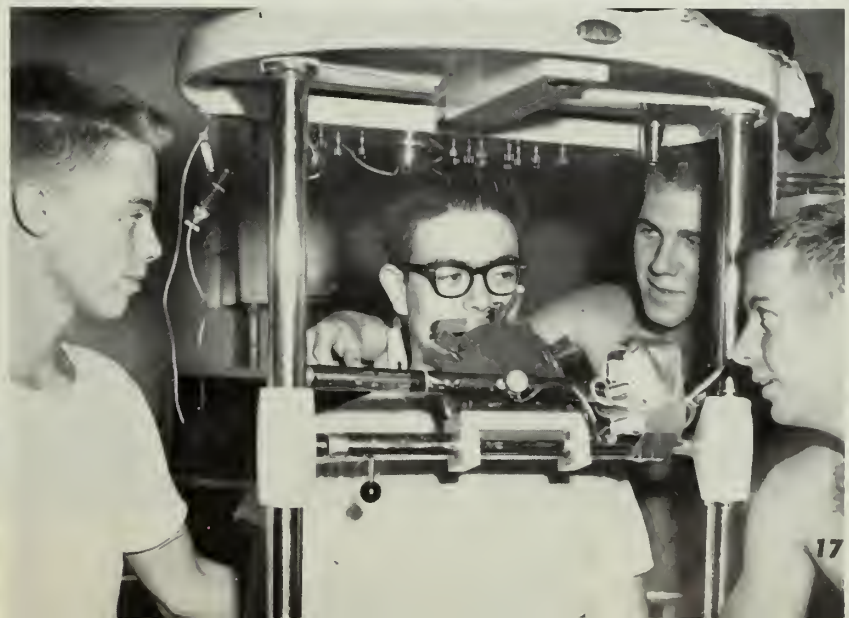
The 25-day run was the longest experiment of its kind ever conducted at Pensacola, and one of the longest in the world. The longest previous run at Pensacola lasted 14 days.

When the spin began, the room was rotated at two revolutions per minute. This speed was increased one rpm every two days until a speed of 10 rpm was reached—the maximum for this experiment. In past experiments, spins have been started at higher rpms. This time a slow start was made in an effort to determine whether or not man can adapt to the rotating environment without the onset of motion sickness and subsequent disorientation brought about by stimulation of the inner car organs that control man's balance.

Throughout the run, research scientists evaluated psychological and biochemical tests, and studied nystagmus (involuntary eye movement) caused by rotation.

Such ordinary occurences as shaving in the spinning room gave the volunteers an unusual sensation. They also found that a certain amount of extra skill was needed in throwing darts while in motion. The darts had to be thrown far to the left of the target, in anticipation of where it would be when the darts hit.

Clockwise from Upper Left: *(1) Coriolis Aeceleration Platform was the spinning home for four Navy enlisted volunteers for 25 days. (2) H. K. Gribbin, AA, and T. L. Duverney, AA, watch a TV program while rotating in their round house. (3) Dinner is delivered to the Navymen in their unusual quarters. (4) This equipment was used to check involuntary eye movement during the long spin. (5) Spinning sailors lay flat to prevent onset of motion sickness when they stopped to pick up meals and mail. (6) LT F. R. M. Deane, MS, USN, demonstrates the mathematical evaluator to be used in tests. The Navy doctor took the tour with the volunteers as on-board director for the experiment.*



NAVY READERS—Reading has been popular in Navy for many years. Here, Navymen of today and WWI take to books.

Fact and Fiction*

PROBABLY every man who first enlists in the Navy does so with the intention of learning while he's earning. If this includes you, you came to the right place, for the Navy gives you an opportunity to do just that.

Everything you see or hear increases your understanding of the world and the things in it. Little by little, you assimilate knowledge in different ways—through experience; by taking correspondence courses and by attending Navy schools.

One of the easiest and most pleasurable ways of learning is simply to read books. The book you choose doesn't have to be factual—fiction presents the experiences of others, if not in actuality, at least in verisimilitude (a good word—we got it out of a book).

As a Navyman, you have a better chance to read books than almost anyone else in the entire world. If you are on board ship, your off-duty activities are limited, and so are the facilities for using your leisure time. It isn't surprising that almost every Navyman who has been at sea has spent an evening in the rack reading a book he has picked up from the ship's library.

SHORE-BASED sailors have more activities to fill their spare time but they also have a greater variety in reading material, for most shore activities usually have a larger, well-stocked library.

In 1964 alone, the Navy added 154,000 volumes of non-fiction to its stock of books, plus 104,000 fiction works. These were all bound in hardbacks and do not include the 640,000-plus paperbacked books that went to

YESTERDAY'S LIBRARIES—Sailors of *USS New Mexico* relax in ship's library. *Rt:* Library action at NTS Pelham Bay, N.Y.

* Ibid., i.e. Navy Libraries.

OLD TIMER poses while reading on board *USS Mohican*. *Rt:* Carriermen take a book break to read and study.

Navy libraries throughout the world last year.

As a matter of fact, more than 11 million books have been added to ship and shore based libraries during the past 10 years by the Library Services Branch of the Bureau of Naval Personnel.

Broken down, this works out to more than 1,300,000 copies of non-fiction hardbacks, over 1,250,000 fiction hardbacks and nearly nine million paperbound pocket books in both fiction and non-fiction.

PERHAPS because the Navyman has a better opportunity, he reads more books than the average adult American. A survey made on the subject showed that about one fifth of the officers and enlisted men queried about their reading habits reported reading books about 10 hours per week over a 12-month period. Twelve per cent spent 15 or more hours with books.

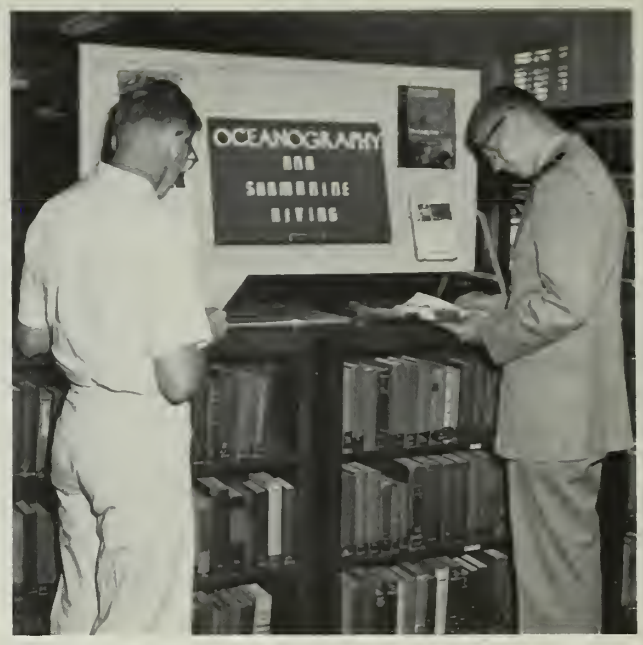
Many of the books that go aboard ships are on professional subjects which help Navymen further their careers.

No two types of ship receive exactly the same kind of books, although certain books are on most lists. A nuclear submarine usually wants handbooks on chemistry, physics, mathematics, atomic energy and nuclear physics (Sample titles: *Principles of Nuelear Reaetor Engineering* and *The Spy Who Came in from the Cold.*) A destroyer requested copies of *Beat the Last Drum* and *Mathematics Essential to Radio and Electricity.* The men on both ships read professional books and they read fiction, but the professional books vary considerably from one type of ship to another.

The kind of books ordered by the Fleet can usually be depended upon for a clue as to what is going in the Navy. For instance, when closed circuit television was first being installed aboard Navy ships, there was a wave of requests for books on television broadcasting and programing.

When ships are scheduled to visit ports strange to them, requests al-

BACK THEN—Hospital library at Great Lakes looked like this in 1924. *Rt:* Pacific island Navy library of WWII.



EARS AND EYES—Library's music room is popular at NAS, Alameda, Calif. *Rt:* Display draws Navymen at Newport, R.I.

ways come in for books on the culture of the country in question (Sample: *An Introduction to the Arts of Japan*) and for language books (*Italian in 20 Lessons*) which every sailor on board hopes will get him a date when he pulls liberty.

LIBRARIES and reading are not new to the Navy. Books have been placed aboard Navy ships and at shore stations since the early nineteenth century. If you had been there, however, you wouldn't have found many whodunits or, for that matter, any fiction at all. The first collections consisted largely of books on navigation, shipbuilding and other material of professional interest.

Even back in the old Navy, as the pictures on these pages point up, Navymen were big readers. However, those who read anything not pertaining to the sea usually brought their books with them. Such is not the case in the modern Navy.

When a ship is commissioned, it is issued a library tailored to its mission, personnel and duty station, and this collection is updated periodically by additional new books.

Even small ships having a complement of less than 100 men are well taken care of. Collections on these ships are comparable to an extremely well equipped and up-to-date home reference library with special Navy interest material in the majority.

These collections will also have some materials for self-education, literary classics and books on current science, technology, social science and literature.

THERE IS a reason for this choice of reading matter. Most men in a ship of this kind are young and unrated. Many of them are interested in continuing their education, and this type of library gives them an opportunity to do so.

Libraries in larger ships and at shore bases, of course, must supply larger numbers of Navymen with books. Their collections are therefore correspondingly larger, and the books provided also include subjects which cater to more universal tastes.

As any Navyman knows, the end of a long cruise usually finds the paperbacks from the ship's library pretty dog-eared and worn—a mute testimony to the pleasure and information they impart.

It is little wonder that Navymen, whether they are in a ship or stationed ashore, find diversion in the paperbacks, the magazines and the newspapers the library provides. Nor is it surprising that they find it to be the key to knowledge of the past and the contemporary scene.

With the tremendous increase in man's knowledge which has occurred in this century, the base or ship's library provides Navymen, who are frequently isolated from other sources of reading material, with an opportunity to keep abreast of the times.

—Robert Neil

World's Know-How: Doubled, Redoubled, Doubled Again

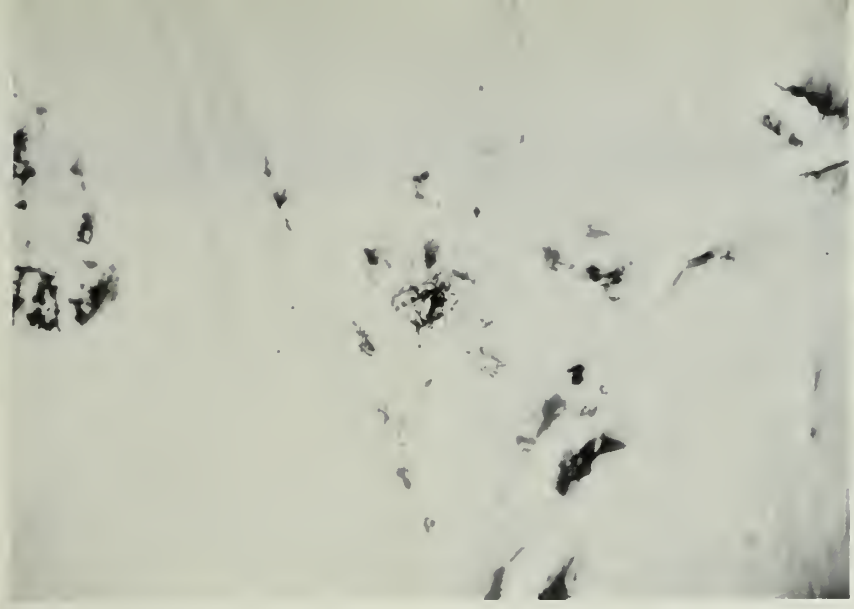
Each year the President of the United States sets aside one week to be observed as National Library Week. This year, the last week in April has been designated for that purpose.

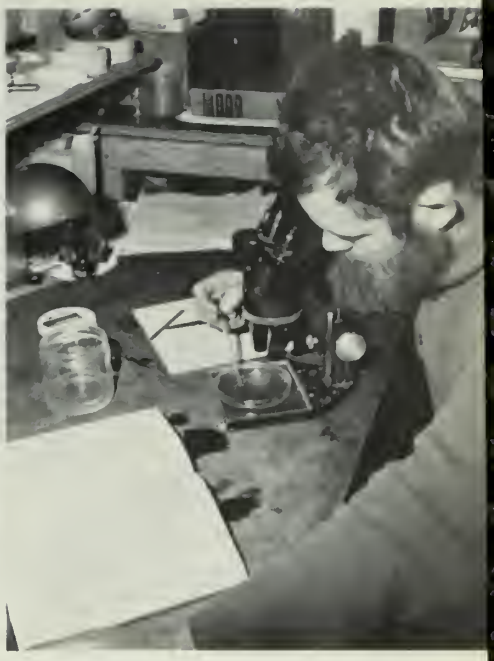
During National Library Week special efforts will be made by the Navy and by thousands of communities throughout the United States to encourage lifetime reading habits, increase the use of libraries and expand and improve the total reading and library resources of the nation.

Such an effort is particularly apropos in the last half of the twentieth century, for the world's population, knowledge and technology have exploded, creating relentless new pressures for reading materials and for their maximum use and availability.

It has been said that the sum total of man's knowledge was first doubled in the early years of our century. Since then, it was redoubled in 1950 and doubled again in 1960.

With these figures in mind, the slogans of Library Week make more sense than before: "Open your future—Read" and "Know what you're talking about—Read!"





ARLIS II, with camp in center looks like this. *Rt:* Sea water sample is examined.

Duty on an Island of Ice

A FLOATING ice island adrift in the Greenland Sea is yielding information which may improve Navy operations in the arctic and sub-arctic regions.

Known as *Arlis II* (Arctic Research Laboratory Ice Station), the drifting laboratory is maintained and supported by the Office of Naval Research through the Arctic Research Lab, Point Barrow, Alaska. The island is about two miles long by one and one half-miles wide. Ice thickness averages 50 to 60 feet.

Fifteen men, including ten scientists and five support personnel, are riding the island at present. The men stay on *Arlis II* for periods of four or five months, then are relieved.

The main camp of ten prefabs contains laboratories, store rooms, living quarters and a mess hall. A weather research station is located half a mile away.

Supplies are flown in to the men on *Arlis II* via Navy R4Ds from Point Barrow and Keflavik, Iceland.

The camp was established in May 1961, when the island was about 130 miles north of Point Barrow. Since then, it has slowly drifted to its present position near Greenland, a distance of more than 1400 miles.

Arlis II's drift through the Greenland Sea toward the Atlantic Ocean will provide the U.S. with the first detailed study of this relatively unknown area. Surface ships have never penetrated the area in winter, and only rarely in summer.

The Greenland Sea is of particular importance to the Navy because it provides an important deep water access route for submarines into the Arctic Ocean.

Other results of the *Arlis II* trip are expected to include improvement of underice sonic and electromagnetic communications, navigation, detection and surveillance systems, including through-the-ice communications; improvement of submarine surfacing methods in sea ice; weather and ice forecasting; and experience in Arctic naval operations.

No definite time has been set for the termination of the *Arlis II* program. As the island continues to move southward toward the warmer waters of the North Atlantic, it will continue to be manned as long as safety, logistics and scientific usefulness of the station permit. When the ice island finally has to be abandoned, then will come the screening and evaluation of the material gathered during the four-year project.

LANDING strip for plane is marked.

CLOSE WATCH has been kept on temperature changes since floating island began journey at Pt. Barrow.

WALK FROM main camp to weather research station half a mile away is exhausting in —70 degree weather.

LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

Applying for Duty in Vietnam

SIR: I have received so many conflicting answers to the following questions that I am submitting them to ALL HANDS for the straight scoop.

Is duty in Vietnam strictly voluntary for Navymen? If so, how does one apply?

If a man applies for overseas duty where dependents aren't authorized (Vietnam, for example), is he assigned to stateside shore duty when he completes the overseas assignment or does he remain on sea duty until Seavey sends him ashore?

Upon graduation from B school would I lose the NEC I carried when I entered the school, or will I be assigned orders according to my old NEC?—E. B. H., AT1, USN.

• *To answer your first question, duty in Vietnam is not strictly voluntary. In fact, most assignments are made by EPDOPAC to men rotating to sea duty.*

If you want to be assigned to Vietnam duty, indicate your wish on the duty preference form you will fill out just before you complete your school. If you are made available to EPDOPAC for assignment to sea duty, your preference will receive careful consideration.

Now about your coming ashore after duty in Vietnam; you would have to wait until your name comes up on Seavey for, as you probably know, duty in Vietnam doesn't fulfill the eligibility requirements for Seavey. You would, therefore, be reassigned by EPDOPAC to other sea duty.

As for question number three, there is no NEC to show completion of Class B School. You will retain the NEC coding you had and be assigned by rating and/or NEC, depending upon requirements which exist at the time orders are issued.—ED.

Streamlined Annuity Plan

SIR: I am rather confused by form NavPers 591 (Rev. 4-62) which Navymen must complete after 18 years of service creditable for basic pay purposes in order to protect their dependents under the Retired Serviceman's Family Protection Plan.

The form formerly used for this purpose had a block in which you could indicate you didn't want your retired pay reduced to provide an annuity for dependents. There was also an option four listed. The new form, however, doesn't have either of these boxes.

My questions are these: If I don't want to exercise any of the options provided by the plan, how do I indicate this on the new form now in use? Also, where is option four shown on the new form?—J. P. S., PN1, USN.

• *Don't let efficiency confuse you. Navymen no longer have to execute a form just to say they don't want their retired pay reduced to provide a survivor's annuity for their dependents. They just don't submit a form at all.*

If they do want to provide an annuity, they execute the new and revised NavPers 591.

As for your other question: Option four can't be exercised except in conjunction with the other three options. The new form gives you an opportunity to do this without listing option four separately.

For the benefit of those who may be approaching their 18th year, here are the options a Navyman can exercise if he does want his retired pay reduced to provide an annuity for his survivors.

• *Option 1 provides a monthly annuity payment to your widow (who was your lawful wife on the date of your retirement) until her remarriage or death.*

• *Option 2 provides equal monthly payments to (or for) your eligible children (including stepchildren and adopted children) until they reaeh 18 years of age or marry.*

This annuity continues after age 18 for mentally or physically handicapped children as long as they remain incapacitated or unmarried, provided the incapacity existed before their 18th birthday.

• *Option 3 provides a monthly annuity payment to your widow until her remarriage or death, at which time the monthly payments are made in equal shares to your eligible children as specified in option two.*

• *Option 4 can be elected at the time you make your choice among the three annuity options listed above, but it is not properly a survivor benefit option. It is an extra (at extra cost) which provides for ending your retired pay deduction in the event your wife and children named as beneficiaries die or cease to be eligible while you are still on retired pay.*

Depending upon your choice of any one or combination of the available options, you can provide your widow and/or eligible surviving children an income of one-half, one-fourth, or one-eighth of your reduced retired pay.—ED.

Little Light Shed on This Star

SIR: I am somewhat confused by Article 1040, paragraph two of the *Uniform Regulations*. This section prescribes that stars shall be placed on the ribbon with two rays pointing down.

Does the regulation refer to the star's points, or is a ray the V-angle between the points?—R. H. M., PNI, USNR.

• *To come straight to the point, the Regulation should have referred to the points of the star, instead of the rays, despite the fact that any astronomer will tell you stars have no points, and that light passing through the earth's atmosphere causes what are commonly termed rays. Because the term ray as used in the regulation is pointless, it will be changed to point in a future revision of "Uniform Regs."*

We hope you get the point.—ED.

Yeomen Can Do Almost Anything

SIR: There is a yeoman in our outfit who claims he is not qualified to stand an aviation type watch. He claims that, while stationed at a previous duty station, he knew another yeoman who wrote a letter to the Bureau about this. When the answer came back, it upheld this yeoman's belief saying, in effect, a yeoman is not qualified to stand an aviation watch dealing with the security of the hangar or with the aircraft assigned to the outfit.

I don't know what Bureau he wrote or when, but if for no other reason than information, I'd like to know if there ever was such a policy and, if so, is it still in existence?—B. J. B.

• *We sent your query to the Office of the Judge Advocate General, and they could find no eomment or correspondence made on this subject. What's more, they said, if such a question had been put to their office, it is unlikely it would have been answered in the manner indicated in your letter.*

Yeomen, unlike hospital corpsmen, hold no distinctive status which would exempt them from military-type watches. Article 1355, "Navy Regulations" (1948), treats the special status of medical personnel and certain others, but it does not include yeomen.

We are not sure what you mean by

"aviation type watch," but we assume that the watch you have in mind is one that requires neither an expert in aviation matters, nor skills beyond those of the average yeoman. We also assume that the watch you have in mind is one which generally is regarded as guard or sentry duty—in other words, a security watch.

As you know, the word "watch" is used several ways as indicated in the "Bluejacket's Manual," 17th edition, page 21. On pages 159 through 165 of the "BJM" there is a discussion of the various types of security watches, such as sentry duty, fire watches, guard duty and barracks watches.

With this in mind, we can see no reason why a yeoman would be disqualified from standing such watches. The assignment of personnel usually is a matter for the commanding officer's discretion.—ED.

Retired or Retainer Pay

SIR: While I was reading *Rights and Benefits* (May 1964, NavPers 15885-B), I came across the article "Retirement—Plan It, Enjoy It." Since I will retire soon, I was, of course, quite interested.

As I understand it, to compute my retired pay I would take two and one-half per cent of the basic pay to which I am entitled at the time I retire and in the grade in which I am retired, and multiply by the total of the following: Total years of service creditable for basic pay purposes as of 31 May 1958, and total years of active service, including active duty for training, performed after 31 May 1958.

I will retire on 20 years, day for day, on 11 Oct 1967, but I will have a total of 26 years, six months for pay purposes as of that date. (I have broken service, but I was in the Reserve during the time I was out.) So, as of 31 May 1958, I had a total of 17 years' active and Reserve time.

With this in mind, will my retirement pay be computed as two and one-half per cent of 500 (base pay for over 26 years) times my total service (26 years) giving me $325 per month? Or will it be computed at two and one-half per cent of $500 times 20 years giving me $250 per month?—E. F. M., ENCS, USN.

• *Sorry, Chief, but you cannot "retire" on 11 Oct 1967. However, you can transfer to the Fleet Reserve at that time and be entitled to retainer pay. (Retirement will begin at completion of 30 years of combined active duty and Fleet Reserve service).*

Another point we should clarify: Your formula for computing retired pay is the one which officers use, not enlisted men. Since you will be transferred to the enlisted Fleet Reserve, the formula for you is the one used to compute retainer pay of enlisted members.

Here's how to do it: Multiply two and one-half per cent times your basic pay (E-8 with over 26 years) times the total number of years you spent on active duty (including your constructive time). With your constructive service, you should get a little more than $250 per month.

For more information, check with BuPers Manual, Article C-13407, and the January issue of ALL HANDS, *page 40.*—ED.

ADDED PROTECTION—Members of *USS Tutuila* (ARG 4) repair department install seat belts in fellow crew member's car as part of ship's safety program.

Conditional Extension

SIR: Normally, the Navy will allow a man to reenlist three months before an extension goes into effect, and the extension is automatically dropped. On the other hand, Change 10 to *BuPers Manual* says a conditional extension can't be canceled once the conditions of the agreement have been fulfilled by the Navy.

I agreed to extend a while back, on the condition I would take part in Deep Freeze 1965-66. I am now serving in VX Six, so the conditions have been met—but the extension has not yet gone into effect.

Would I be allowed to ship over now, under the provisions of *BuPers Manual* which would guarantee me a school or duty assignment? Am I allowed to ship over now, period? If the extension goes into effect, must I serve the entire year, as per *BuPers Manual*, or could I reenlist three months before the extension is complete? It seems to me that compliance with the *BuPers Manual* would mean I would have to serve the entire year and consequently lose the three months constructive time which would otherwise be earned by shipping over three months before I would be eligible for separation.—R. L. D., PN2, USN.

• *Generally speaking, once you have agreed to extend for a certain incentive, such as assignment to Deep Freeze, and the conditions have been fulfilled, you cannot reenlist for another incentive until you have fulfilled the provisions of the contract. You may, however, before the extension becomes operative, reenlist either three months or one year early under Article C-1403, BuPers Manual, if your reenlistment is equal to or greater than the term of the extension.*

If you want to reenlist for an incentive, such as school or duty assignment, you must serve your extension, with the exception of the last three months when you ship early. On the other hand, if all you wanted was to ship over, minus

PARTY TIME—Underprivileged children of Genoa, Italy, enjoy a party aboard *USS Shadwell* (LSD 15) while ship hits port after Med operations.

COUNTERINSURGENCY AIRCRAFT—Coin/Lara, *the OV-10A, is scheduled to make its first flight this summer. A joint service board recently completed a week-long review of a mockup of the airplane which is being built under Navy contract. This aircraft was designed with the capability for performing a variety of missions, including observation and reconnaissance, helicopter escort, limited ground attack, target marking, gunfire spotting, liaison and utility. It will be powered by two turbo-prop engines and employs high lift devices that will make it capable of operating from small, unimproved fields. The mockup board, which included officers from the Army, Navy, Air Force and Marine Corps, studied the full-scale mockup to determine the contractor's adherence to specifications and suitability for its mission.*

conditions, you could do this any time within the last three months before your extension went into effect or one year in advance pursuant to Article C-1403, BuPers Manual.

As for constructive service, the above probably answered your question. Either way, you can reenlist three months early and no constructive time will be lost. Incidentally, this is not in opposition to Change 10 of the BuPers Manual, for when you reenlist early, you are considered to have served the constructive time.—ED.

Delay in Receipt of Orders

SIR: According to the *Enlisted Transfer Manual* and back isssues of ALL HANDS, a man on sea duty will be issued orders four months before his transfer. This, as I understand it, is to allow Navymen to make some plans in advance.

I am presently serving in COMNAVMARIANAS. Since I'm on an overseas shore tour, my rotation date is firm. And I should have received my orders two months ago, but didn't. Many of my friends are in the same boat. This can work a hardship, since many men would like to correspond with someone at their new duty station before transferring their families.

We are not exactly complaining, nor have we lost faith in the Seavey/Shorvey system. There must be a reason for a delay, and we would simply like to satisfy our curiosity.—B. C. H., YN1, USN.

• *How right you are. There is a very good reason.*

Going strictly by the book, you should have had your orders at least three months ahead of time. But as you're on overseas duty, you must *be transferred on your tour completion date. If no* CONUS *shore vacancy exists at that time you would be sent to sea. For purposes of Fleet stability, this would force the Navy to extend you 14 months on sea duty.*

However, in the case of Seavey-eligible Navymen serving ashore overseas, the Bureau does its best to keep this from happening. If no shore vacancy exists four months before your tour completion date, they will hold off on orders as long as possible in hopes something will turn up. They figure, and rightly so in most cases, a Navyman would prefer a delay in receipt of orders to the 14-month extension on salt-water sea duty.—ED.

Navy Careers for Foreign Nationals

SIR: I am a Filipino with 10 years' service in the U. S. Navy. During these 10 years I have sought the opportunity to become a U. S. citizen.

Now, based on the Supreme Court decision in the so-called Convento case in July last year, I can become eligible for expedited processing of my petition for citizenship, since I served during the Korean conflict. But to be eligible, I must reenlist in the United States or have done so since 1 Jul 1955. This I have not done, although I would like to when my present enlistment expires in August.

A difficulty arises here, however, because as a yeoman (which is a "classified" rating), I—a foreign national—cannot advance or reenlist in my rating in accordance with BuPers Inst. 1440.-5D.

In a case like this, what consideration will the Bureau make which might help me satisfy the requirement for citizenship, and enable me to pursue my Navy career? Will I be allowed to reenlist under the circumstances?—C. S. A., YN2, USN.

• *To answer your questions we are going to explain some points you do not raise, since we have received queries from other Navymen about this subject.*

First let us say that your two premises are correct. You are eligible for expedited processing of your petition for citizenship by virtue of your service during the Korean conflict, if you have subsequently enlisted or reenlisted in the United States. This means your enlistment must be effected within the three-mile limits of the continental U. S,. Alaska, Hawaii, or such territories as Guam and American Samoa.

It is also correct that BuPers Inst. 1440.5D restricts personnel who are not eligible for a security clearance, by reason of citizenship, from advancing or reenlisting in a rating which requires access to classified information. This refers specifically to foreign nationals, who are not eligible for security clearance as explained in article 1508 of the "Navy Security Manual."

For the benefit of some who may not know, let us say that the above regulation is not new. It stems from Department of Defense policy adopted on 14 Sep 1950, which excluded all aliens (except immigrant aliens) from being eligible for a security clearance.

It is because of this policy that the Navy restricts individuals who are not eligible for security clearance from entering specialty fields in which they would eventually be required to handle classified information.

Personnel are now in ratings in which they cannot compete for advancement for two reasons: Some foreign nationals were in certain ratings—for which

they are not now qualified—before these ratings were placed on the exclusion list. Some have been permitted to enter or advance in "classified" ratings as a result of administrative oversight by local commands.

In 1963 the Bureau undertook a solution to this problem by placing these individuals in in-service training for conversion to a rating which does not require security clearance.

We are informed that you, for example, have been placed in training for the PN rating, and are assigned a conversion code of YN2(PN) 2699/0000. If you are successful on your cross-rate exam you may then continue to compete for advancement in the PN rating and the reenlistment restriction will no longer apply.

All personnel who are in this situation are thus afforded a path of advancement in their conversion rating. Should they desire to reenlist before they have cross-rated, they may submit an official request to BuPers via their commanding officer, referencing BuPers Inst. 1440.5D, to reenlist as in-service trainees for the conversion rating.

Such requests are considered on individual merit. Those who have made a genuine effort to qualify for the required change of rating, as evidenced by performance evaluation marks and examination test scores, will receive more favorable consideration than individuals who have made no effort to qualify for a change of rating in the spirit of 1440.5D.

Generally, permission would be granted in the case of a good performer where the reenlistment would make the individual eligible for U. S. citizenship.

Additionally, personnel in this category who convert to a rating that does not require access to classified information may request reversion to their former rating if they subsequently become U. S. citizens.

Further information on this subject is contained in BuPers Inst. 1440.5D. —Ed.

Date of Advancement

Sir: Our personnel officer contends that a man authorized to be advanced in the August examinations may be advanced any time before 16 November, effective the date the advancement is actually entered in the service record.

The only authority I can find is for advancement effective the date given in the advancement letter. Will you set us straight?

Another question concerning personnel—I have noticed that many commands are signing only the original of NavPers 792 for petty officers, second class and above and leaving the service record copy unsigned. Shouldn't both copies be signed?—J. L. R., PNC, USN.

• *The answer to your question concerning the effective date of advancement is replete with exceptions, conditions and extenuating circumstances but, generally speaking, any regular Navyman or TAR who meets the eligibility requirements is advanced to pay grades E-4 through E-9 on the effective date given in the letter which notifies him of his advancement*

The entire picture is outlined, as you apparently already know, in paragraph 3e, Part V of BuPers Inst. 1430.7D.

As for the signing of NavPers 792, BuPers Inst. 1616.5 says only that the completed form shall bear the signature of the commanding officer (or the exec or a department head provided he is at least a lieutenant commander and has been authorized by the CO to sign.) The regulation does not specify that the copies need be signed.—Ed.

Spare Float Needed

An SOS has gone out from the Curator of the Navy Department. After long efforts, an OS2U *Kingfisher*, the type that once flew from the battleship USS *Alabama* (BB60), has been located for display purposes. It is complete except for the main float.

Somewhere there may be a suitable float—if not from an OS2U, a float from a contemporary type that could be adapted to the plane. Replies should be sent to Director of Naval History and Curator for the Department of the Navy, Office of the Chief of Naval Operations, Washington, D.C. 20350.

Constructive Time for Retirement

Sir: What are the advantages and disadvantages of transferring to the Fleet Reserve using constructive service? Any help you can give me will be appreciated, as my command does not have any information on the subject. —D. L. S., YN1, USN.

• *If you transfer into the Fleet Reserve on the basis of constructive time rather than time actually served, you would be transferring at an earlier date, but your retainer pay will be less. However, the difference might not be that important to you.*

In computing your retainer pay for 19 years, six months—20 years for all practical purposes—you would multiply two and one half percent times your base pay at the time of separation, then multiply the result by the number of years served, or 20.

Since constructive time is considered time served for retirement purposes, the 20 years, or final multiplier, would remain the same whether you base your computations on constructive or day for day service. The two and one-half percent also remains the same. Your base pay, however, would vary since longevity is based only on service actually performed.

Consequently, a PO1 finishing up with 20 years all told, but only 17 years, nine months actually served, would compute his pay: 2½ percent X $333 X 20, which would come to $166.

A PO1 who had actually served over

TWO-TON LIFT capability of UH-46C *Sea Knight* is key element in vertical replenishment concept, will eliminate much side-to-side rigging in transfers.

WASHDAY—Men of *USS Bainbridge* (DLGN 25) scrub decks with brooms, brushes and soap. Technical Navy still hasn't developed deck work button.

19 and six would compute his pay: 2½ percent X 338.40 X 20, resulting in $169.20.

The advantage (or disadvantage) in this case would be $2.60 monthly.

On the other hand, don't overlook the fact that, should you remain on active duty long enough to retire on day for day service, you might be advanced to chief. And that would *make a difference.*—ED.

ETA OK, But Navigation Not So Good

SIR: I was happy to see you publish the story of USS *Platte's* (AO 24) 25th anniversary celebration. She deserves the pat on the back. Though I'm not one to pick nits, I couldn't help but notice your reference to her commissioning ceremony in San Pedro a quarter-century ago.

That's all very strange. As a plank owner I definitely—very definitely—remember the day. But it was at the Norfolk Naval Shipyard, Portsmouth, Va. I'm sure of it. It was too cotton pickin' cold for San Pedro.

Also in the article you said she transferred 5,000,000 gallons of oil during the war. The 5,000,000 is probably accurate, but wasn't it *barrels* instead of gallons?—A. L. M.

• *This is all very embarassing. It was Norfolk and it was barrels and we do apologize. This time, we can't even blame it on the printer.*

Not to change the subject or anything, but the only ships we know of which have joined the Over-25 Club are Platte *and her sister* USS Cimarron *(AO 22).*

Does anyone out there know of another one? Here are the rules: The ship must have been commissioned at least 25 years ago, never have been decommissioned and still be percolating.—ED.

Left Will be Right in This Case

SIR: During World War II I served in the Army and was awarded the Belgian Fourragere. Since 1956 I have been on active duty in the Navy, and I have been wearing the Fourragere on the right shoulder as stated on the award.

But now, the question has come up at my present command as to whether I am still eligible to wear this award. Am I?—H. R. M., IC1, USN.

• *Yes, you are entitled to wear the Fourragere, but according to "Navy Uniform Regulations" (1959) Article 1035.1.d, the device must be worn on the left shoulder instead of the right. Even if you were still in the Army, you would wear the award on the left shoulder.*—ED.

Credit for Studies

SIR: When I submitted my application for the Warrant Officer Program, I had applied for the United States Armed Forces Institute college GED test and had started a USAFI correspondence course. Since then I have passed the test, completed the USAFI course and finished a Navy correspondence course.

How do I get the test and courses entered in my application? Or will the Selection Board be aware of these items without any further effort on my part? —R. P., RM1, USN.

• *You don't have to worry about correspondence courses. When you complete a USAFI course, the U. S. Armed Forces Institute sends you a letter of completion, which states that a copy of the letter has been sent to the Bureau of Naval Personnel (Pers E-3) to be included in your service record. (The same is true of the Navy Correspondence Course Center.) The Selection Board reviews the records of applicants and would, therefore, know that you have completed the courses.*

Your college GED test, though, is another story. To have it included in your application (or any other documents or communication for that matter), you must send it to the Chief of Naval Personnel (Pers B-625). It must arrive before the Selection Board convenes—in your case, May 1965.—ED.

Fleet Reserve Recall

SIR: According to a yeoman buddy of mine, the Navy can recall a Fleet Reservist, without his consent, to perform several months of duty each four years. Is true?—G. W. M., DKC, USN.

• *Is true. But don't feel bad if you've never heard of this regulation as it hasn't been invoked since World War II. In an outfit as complex as ours, little can be gained by ordering a man to duty for a mere month or so.*

Nevertheless, the rule exists and may one day be enforced. To quote "BuPers Manual" (NavPers 15791A), C-13601, paragraph two: "In time of peace, enlisted members of the Fleet Reserve may be required to perform not more than two months' active service during each four-year period when so directed by the Chief of Naval Personnel."

EASY DOES IT—R. L. Darlington, AO1, of explosive ordnance disposal at Point Mugu, shows how WW II Japanese grenade was opened for inspection after it was found on vacant lot.

It also says members of the Fleet Reserve may, with their consent, *be ordered by competent authority to active duty at any time. This is practiced today, but in a very limited way. The only ratings qualifying for voluntary recall are: ET (E-6, 7, 8, 9); DS (E-6); ST (E-6, 7); CT, M and T branches (E-6, 7, 8, 9); CTR (E-6); FT (E-6, 8, 9); ST (E-6, 8, 9) AX (E-6, 7); and TM (E-8).*—ED.

Enlisted Advancement as Officer

SIR: Is it possible for a temporary officer with a permanent enlisted rate of E-7 to participate in the E-8 exams?

BuPers Manual, Art. C-1206, is the only reference I can find on this subject. This states: "A temporary officer in the program is eligible for all advancements of an enlisted member while in the program."

Does this mean just while he is going to school, or does it mean as long as he is in the officer program? Would also like to know what articles or directives cover this.—G. S. G., YN3, USN.

• *The article you refer to applies to NESEP students while they are pursuing a four-year college education. Actually, you have misquoted Art. C-1206. The paragraph states that "candidates" are eligible for advancement and doesn't mention officers.*

As far as your basic question is concerned, temporary officers are not eligible for advancement to pay grades E-8/E-9, in accordance with para. 4.e., part V, BuPers Inst. P1430.7D.—ED.

Extensions

SIR: I work on discharges and reenlistments, and I recently came across a situation to which I think I know the answer, but cannot find the authority for it.

An enlisted man, whose end of active obligated service (EAOS) is, say, 15 Apr 1965, wants to reenlist for six years, but he has a two-year extension which has not yet become operative. Now, if he reenlists within the three-month period before his extension goes into effect, does this cancel his extension? Authority?—T. S. K., PN3, USN.

• *Yes, in this case the man's new reenlistment contract cancels his extension. (A cancellation entry as indicated in exhibit 1A-3, Art. B2311, "BuPers Manual," is made on Page 1A on date of discharge.) However, he must reenlist for a period that is as long as or longer than his extension. If a man who has a four-year extension wants to reenlist for two years so he can cancel it, he'll find that he can't.*

"BuPers Manual" is your authority. See Articles C-1403 for reenlistments, and C-1407 for extensions.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• USS *Croatan* (CVE 25)—A reunion for World War II officers is being planned in New York City for Labor Day weekend. For details, write to Edward R. Mack, 3001 Lawn Ave., Tampa, Fla. 33611.

• USS *Eisele* (DE 34)—A reunion is planned for members of the Engineering Group. For information, write to John F. Pitleck, Jr., 4630 No. Aldrich, Minneapolis 12, Minn.

• *NAS Columbus, Ohio*—The annual reunion is set for 26 June at North American Park, Columbus, Ohio. Write to Mac MacIntosh, 1329 Striebel St., Columbus, Ohio.

• USS *California* (BB 44)—A reunion is scheduled for the week of 20 June in Minneapolis. Write to Jack Land, 100 LaHavre, Florissant, Mo.

• *Seventh Battalion, USNR* (Jersey City, N. J.) A reunion is being planned. For details, write to Harry Levine, 153-25 88th St., Howard Beach, N. Y. 11414.

• *Destroyer Squadron 48*—The 17th anual reunion is planned for squadron members and those who served in the following ships: USS *Walker* (DD 517), *Erben* (DD 631), *Stemble* (DD 644), *Kidd* (DD 661), *Chauncey* (DD 667), *Abbot* (DD 629), *Hale* (DD 642), *Bullard* (DD 660), and *Black* (DD 666). For details, write to Harrold F. Monning, 310 East 8th St., Kewanee, Ill. 61443.

• *75th Seabees*—A reunion is planned in conjunction with the National Seabee Veterans of America at the LaSalle Hotel, Chicago, on 19-22 August. For information, write to Harold A. Clayton, 333 North 39th St., Milwaukee 8, Wis.

• The Naval Academy Class of 1946 will have a reunion in Washington, D C., during the week end of 4 to 6 Jun 1965. A formal dinner dance will be held at the Sheraton-Park Hotel on Saturday, 5 June. For information write to CDR Adam P. Kulik, USN, 1271 North Van Dorn, Alexandria, Va.

A Brain-Picking

THE RESPONSE to the Navy's request for suggestions to help reduce the paperwork mountain has been excellent. Good ideas generate more good ideas, and the word from headquarters to all hands is "to keep the ideas coming." Every letter received at Project SCRAP is given careful attention and is considered in cooperation with the bureau and office most directly concerned with the particular problem.

Obviously, not every suggestion received is practicable; some of the recommendations duplicate ideas already being worked out by the cognizant activity; some of the suggestions require detailed study—which can take several months—before they can be further acted upon. A selection of the more interesting or controversial ideas was initially printed in the December 1964 issue of ALL HANDS, and here is a second installment.

These are good ideas. Perhaps they apply to your ship or station. Maybe you can improve on them. Perhaps you have something additional to contribute. If so, forward your suggestions to Project SCRAP, Naval Inspector General, Navy Department, Washington, D.C. 20350.

To the SCRAP Heap:

At present, Enlisted Evaluations are made twice a year, in May and November. I know from past experience this involves at least a month of work by the PO1, the chief and division officer, then the department head, and perhaps another two weeks before they are ready for the enlisted jackets.

My suggestion is to have enlisted evaluations once a year. This would cut cost, plus paperwork and man-hours in half. Once a year would serve the same purpose, as upon transfer they receive another evaluation or whenever a special evaluation is required.

Albert J. Terpak, ADCS, USN
O&R NAS Alameda, California

• *Your proposal is under consideration by BuPers. As you can imagine, many factors must be considered in the design of the form for, and the frequency of reporting of, Evaluations of Performance of Enlisted Personnel. What action will be taken cannot be forecast at this time.*

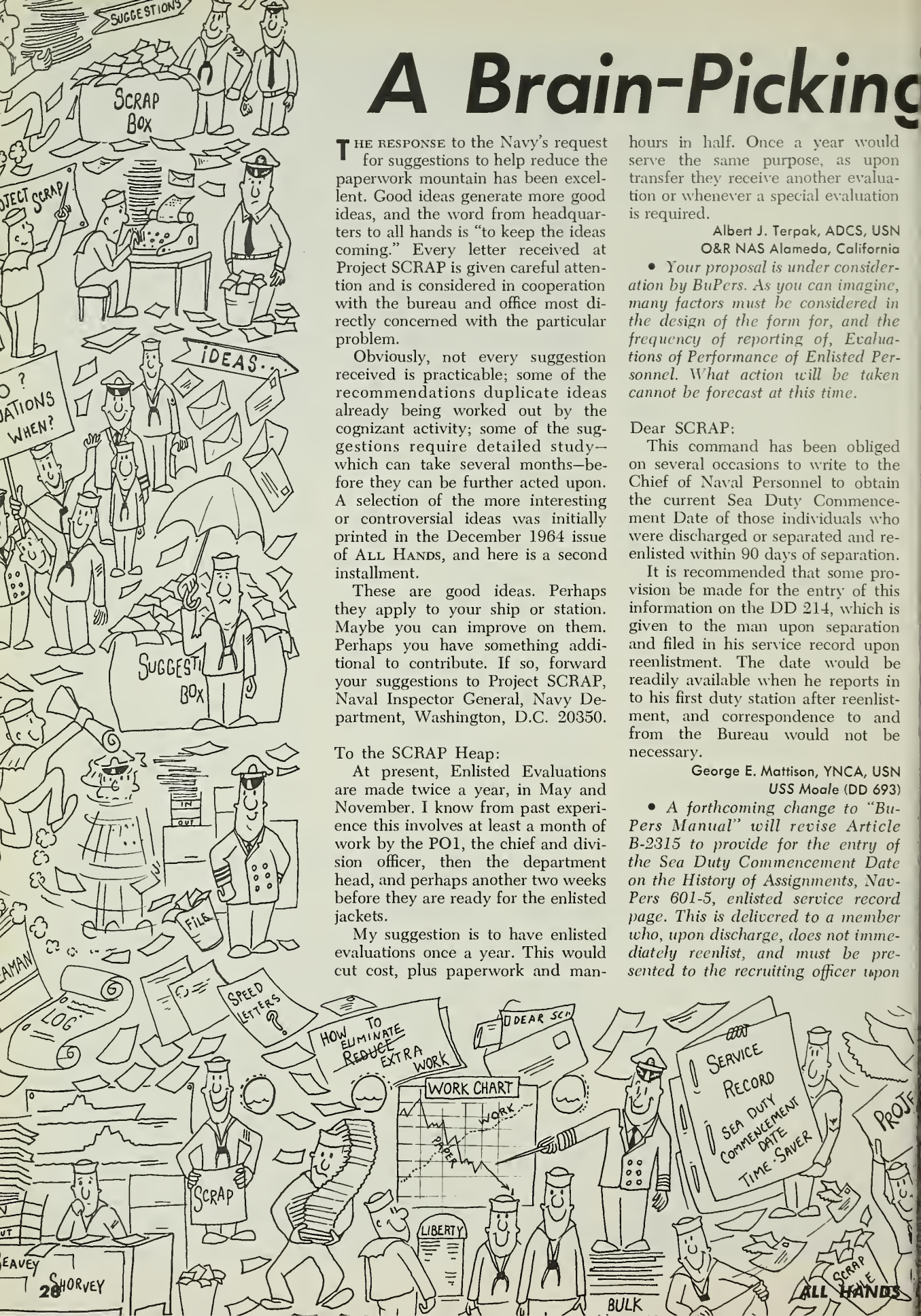
Dear SCRAP:

This command has been obliged on several occasions to write to the Chief of Naval Personnel to obtain the current Sea Duty Commencement Date of those individuals who were discharged or separated and reenlisted within 90 days of separation.

It is recommended that some provision be made for the entry of this information on the DD 214, which is given to the man upon separation and filed in his service record upon reenlistment. The date would be readily available when he reports in to his first duty station after reenlistment, and correspondence to and from the Bureau would not be necessary.

George E. Mattison, YNCA, USN
USS Moale (DD 693)

• *A forthcoming change to "BuPers Manual" will revise Article B-2315 to provide for the entry of the Sea Duty Commencement Date on the History of Assignments, NavPers 601-5, enlisted service record page. This is delivered to a member who, upon discharge, does not immediately reenlist, and must be presented to the recruiting officer upon*



Session With the Fleet

reenlistment for inclusion in the new service record.

Project SCRAP:

In many instances successive command levels, down to and including individual ship departments, issue "rubber-stamped" versions of important SecNav and OpNav instructions. In some cases this is directed; in others it is done to demonstrate command support for important programs and policies, when, in fact, the original instruction contains all the necessary information and direction required for the full implementation of the program or policy at all levels of the Navy.

There would be a significant reduction in the number of instructions a command must hold if a paragraph such as the following were included at the appropriate command level: "The information and directions contained in this instruction are considered to be sufficient for the full implementation of this program in this command. Any implementing instruction considered desirable within this command in support of this program will be forwarded for approval before its issuance. Generally, such instructions are felt to be unnecessary and will not be approved."

J. T. Rigsbee, CDR, USN
USS John Adams (SSBN 620)

• *The latest revision of The Navy Directives System (SecNav Instruction 5215.1B, just recently distributed) makes a pertinent comment on this problem: "A subordinate command shall not reissue a directive, as contrasted with further distributing the original directive, except when additional or significant information is required (for example, when it is necessary to delegate responsibilities and issue internal instructions for accomplishing them, to select procedure methods to be used when alternative methods are permitted, or to interpret policy when interpretation is permissive.)." (Table 1, page 13)*

In keeping with this policy, the "action" paragraph of the basic instruction states: "Each addressee is responsible for installing and administering the Navy Directives System within his organization. Implementing directives shall not duplicate this instruction but may add details necessary for local use, and provide further guidance where options have been indicated."

Dear SCRAP Heap:

The final few pages of each assignment booklet for correspondence courses administered by the Naval Correspondence Course Center are perforated and serve as answer sheets for the course. This page, properly folded and addressed, serves as the mailer for the return of the graded assignment to the student. In its present form, however, an envelope is required for submission to the center. By a modification of the form, it could be used to serve as a self-mailer both to and from the Center.

Joe D. Coleman, CTCS, USN
U.S. Navy Security Group Activity
FPO New York

• *This proposal sounds feasible, Chief, and we appreciate the suggestion. However, this was given a trial run at the Center a few years ago and was determined to be impractical because assignment sheets had to be sealed with a gummed tab, tape or staple. This required that each be opened by hand, a slow process compared with the machine opening of envelopes. Also, manual opening resulted in torn assignment sheets, which made grading by template difficult.*

It was found that the savings in cost of envelopes did not equal the additional cost of labor and time lost.

SCRAP:

I believe that many reports, letters, and other correspondence addressed to the same place could be enclosed in one envelope instead of each individual report, etc., having its own envelope. Such consolidation of correspondence could gradually produce rather substantial savings.

John S. Herald, PC2, USN
U.S. Fleet Post Office, New York

• *BuPers reports that it is their practice to send out material in consolidated fashion and that many commands do the same. The use of one envelope for several items is encouraged. Of course, correspondence should not be delayed in order to effect consolidated mailing.*

SCRAP Heap:

I propose the elimination of the use of speedletters in the Naval Correspondence System.

Speedletters do not save any time (they take just as long to draft, type, sign and mail as regular letters); they do not get to the destination any faster (they go through the same mail processes); and they are not handled any faster at the receiving end than a regular letter. In every command with which I have ever been associated, or of which I have knowledge, speedletters are not treated any differently than regular letters. For example, if an answer is required, the same tickler system is used.

The rules governing the prepara-

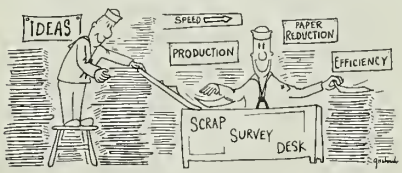
tion of speedletters are so loosely written that in actual practice, several methods of preparation are used; also, it is permissible to type a speedletter on a regular letterhead sheet, rather than on the pre-printed form. What this amounts to, is just another method of preparing a standard naval letter—which is not really "standard."

Elbie R. Harris, YN1, USN
COMFAIRWESTPAC

• *This proposal is currently under consideration. More later.*

Dear SCRAP:

The December 1964 issue of ALL HANDS contained a letter from "A Captain, USN" concerning, "the continuing demand by headquarters, offices, and agencies in Washington, D. C., for information and, therefore, reports . . . when in fact the information is already available. . . ."



This master jet base has been directed to comply with the reporting requirements of 344 recurring reports. As a result, a total of 4234 reports have been submitted during the past year. In the past six months, 2368 reports were submitted which included one-time, non-recurring reports. The manhours required in the preparation of these reports runs into the thousands of hours. As verification, a recent survey of 256 reports, which have possible Automatic Data Processing application, require 66,111 manhours to prepare or 31.8 manyears. In addition, a one-time, non-recurring report required, at the best estimate, 572 manhours to prepare. With this additional workload, and in the majority of cases, because of austere funding and reduced personnel, productive effort on the normal day-to-day air station work is delayed.

For the Scrap Program to be successful, it must have impetus at the top. We in the field can only comply with the directives from above to submit the reports. Locally, unessential reporting and other paperwork have been and are being reduced, but as such reductions are made, more reporting requirements from above are laid on.

S. D. Wright, CAPT, USN
Commanding Officer
NAS Cecil Field, Florida

• *Captain Wright makes the point. A successful reduction of reports and paperwork will take place only with the active interest of the Navy's top executives. Such top level interest sets the climate for lower level operations. Project SCRAP elicits top level executive action by providing general information on the paperwork problem and by referring specific questionable items to top executives for evaluation and action.*

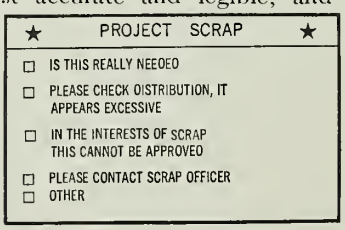
Because the Navy is such a large and complex organization and because there is now such a monumental amount of paper in existence, all top executives need help in identifying items to be SCRAPped. CAPT. Wright is on the right track:

First, identify and eliminate locally created paperwork nonessentials;

Next, when the requirement is not local, bring it to the attention of the originating command or commands;

Finally, alert Project SCRAP if the source of the problem is uncertain or if it appears to be general or Navy-wide in scope.

• In the SCRAP Heap feature in the December ALL HANDS, a "LT Anonymous" reported that the practice of submitting handwritten, instead of typewritten, deck logs had resulted in an increased workload on his ship, rather than a decrease. This was primarily because poor penmanship and command insistence that the logs be "letter-perfect," forced recopying of too many entries. As we pointed out in decrying this practice, logs are not supposed to be "pretty," just accurate and legible; and we have received some amplifying suggestions from the navigator of USS *Northampton* (CC 1), Lieutenant Commander A. G. Kelley, Jr., which we pass on:



"SCRAP STAMPS" are proving useful in SCRAP drive; one of the best is this used by Office of Naval Material.

"Our ship has approximately 25 OOD's, underway and in-port watch standers. Of this group, more than 20 consistently turn in outstanding logs. There is a small group who, due to their own careless mistakes (not small corrections for these are completely acceptable—but large errors or omissions) do spend a considerable amount of their time rewriting logs. On our ship, if an officer, through his own mistakes, has to rewrite the log, he rewrites the entire log himself, carries it around for resigning and returns it to the navigator."

LCDR Kelley points out that the frequency of such large errors was drastically reduced when this system was initiated. "In the past month," he states, "we have only had two or three logs rewritten and then only one person was inconvenienced—the one who made the mistake."

As to penmanship, and log writing in general, LCDR Kelley offered this comment, which we wholeheartedly endorse: "The ship's log offers the young officer a unique opportunity to establish early in the game his professionalism as a deck watch stander. It is his log for the period of his watch, an official record written in his own hand with his signature affixed. It should be viewed as such by all officers concerned and completed with the same amount of personal pride and attention that is given to other areas of military endeavor."

• A note on PODs: Every command has its own way of presenting the daily routine, in the Plan of the Day. Much time can be saved by establishing a permanent instruction which sets forth the standard daily routine. Then each POD could refer to the permanent directive and list in detail only those items changing or adding to the standard plan. This will work and is desirable.

It is an acknowledged fact that information presented in the same format day after day gets a little boring and is likely to be overlooked or ignored. Since all hands are held responsible for the information contained in the POD and for compliance with it, the POD must be prepared in a manner that will demand or capture attention. It will then be a much more useful and effective means of informing the crew of things to be done, of publishing reminders of command regulations and announcing opportunities and other items of interest to all hands.

P.S.—

Keep your suggestions coming.

NAVY FAMILY watches *Viking* flyover as VAH-10 arrives at NAS Whidbey Is. *Rt: Viking* is greeted by family.

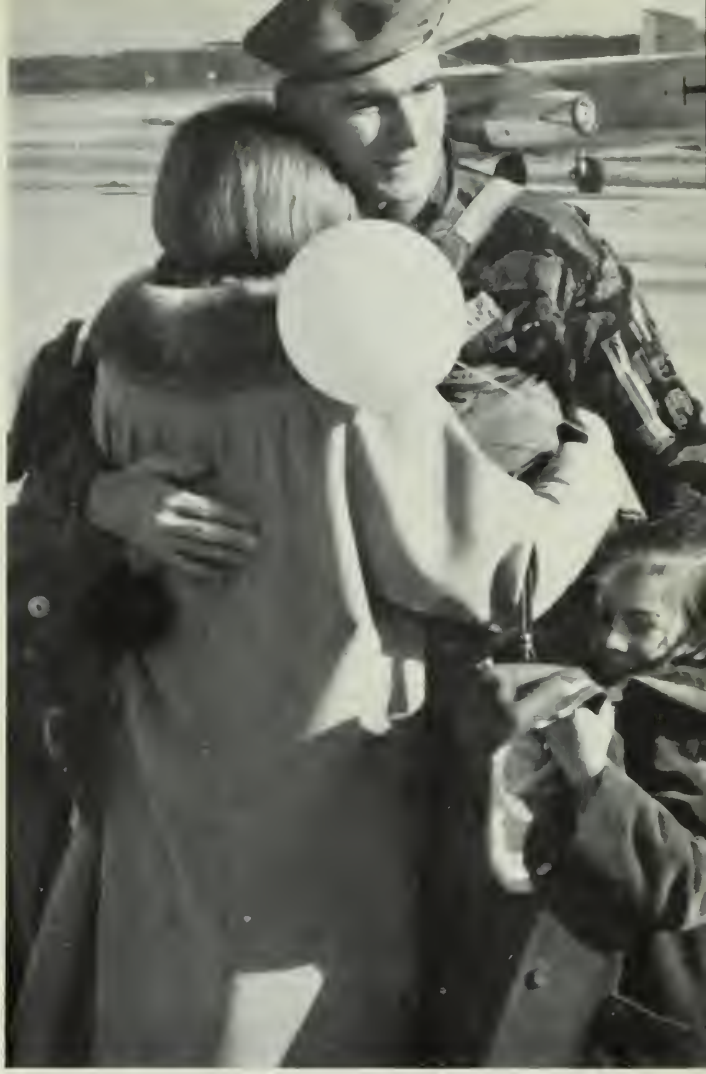
Return from Vietnam

THE VIKINGS of VAH-10 anounced their return from WestPac with a mass formation flyover at NAS Whidbey Island, Wash., then landed amid the cheers of families and friends to be welcomed home.

Signs of greeting were prominent among those who waited for the landing and in store windows at nearby Oak Harbor. Balloons were plentiful in the crowd, making the event much like a parade.

During the cruise aboard uss *Constellation* (CVA 64), the squadron logged over 3900 flight hours and 1085 arrested landings. Twenty-one men became *Constellation* Centurions. Squadron members were also awarded Navy Unit Commendation ribbons and Armed Forces Expeditionary Medals for participation in 7th Fleet operations in Southeast Asia, including strikes in Vietnam's Tonkin Gulf.

But the biggest thrill was the return home.



WOULD-BE *Vikings* salute arriving Navymen with swords. *Rt:* Husband meets wife after nine-month WestPac cruise.

'DOC'S IN' Leadonne G. Myers, HM3, USN, holds sick call with aid of an interpreter. *Rt:* Fortifications around Ky Ha.

PROSPECTIVE Junk Force sailors return after simulated mission under watchful eyes of a U. S. Navy instructor.

BACKGROUND REPORT

Behind th

LAST SEPTEMBER ALL HANDS published a roundup on the Navy in Vietnam, intended to acquaint the average reader serving elsewhere about duty in this theater. As the latest accounts on recent activities in that area point up, the Vietnam story is very much on the front pages. But behind the headlines there are other reports of the day-to-day routine experienced by many Navymen who are now serving or have recently seen duty in the Vietnamese theater.

Individually, their stories—if they are published at all—would be relegated to the back pages. However these accounts will serve to fill out the picture, and demonstrate to a very small extent the variety of roles a sailor may experience in today's Navy, ashore or afloat. They are tough, challenging jobs, for the most part unexciting. Collectively they add up to something really significant.

Corpsman in Vietnam

"This was an experience I'll never forget" says Leadonne G. Myers, Hospital Corpsman Third Class, USN. He was back in his ship, USS *Pine Island* (AV 12), after volunteering for an assignment in Vietnam.

Myers and Wayne E. Helsel, PH2, had joined the South Vietnam Junk Force some months back for a

SOUTH VIETNAM motorized junk sets out to hunt for Vietcong. *Rt:* Navy advisors LT R. K. Reilly, USN, and C. E. Scott, EN1, USN, with two crew members of the junk that Navymen Helsel and Myers rode while on their mission.

SHOP TALK—U. S. Navy advisor to Eastern Repair Facility, [illegible] checks progress of repairs

Headlines: Duty in Vietnam

routine patrol into the region south of Da Nang, South Vietnam. Theirs was a medical mission to a disease-plagued village, Ky Ha, and to a nearby hamlet recovering from a recent Vietcong raid.

The two U. S. sailors received their assignments from the commanding officer of *Pine Island* at the request of Lieutenant N. Orrik, USN, at that time the Senior U. S. Naval Advisor to the Vietnamese Junk Force. Loaded down with all the medical supplies they could carry, the two men boarded a South Vietnamese junk and struck a southerly course for Ky Ha, eight hours distant.

Ky Ha was a well-fortified village surrounded by three separate rings of barbed wire entanglement. A South Vietnamese force manned machine gun emplacements surrounded and nearly hidden by the barbed wire. Ky Ha was prepared to fight for its life, and Corpsman Myers was ready to wage a battle of his own on the many diseases in the area.

Qualified to treat minor injuries and ailments, Myers held repeated sick call for the South Vietnamese sailors and the civilian population. Assisted by Helsel and an English-speaking South Vietnamese naval officer, he administered antibiotics, medicines and vitamins to his patients.

While they were at the village, word came back that the Vietcong had made a raid on a nearby hamlet and inflicted a number of casualties. The officers and men of South Vietnamese Junk Force planned a retaliatory raid on a nearby coastal area suspected of being a Vietcong hideout.

Four motorized junks left Ky Ha at 0400 in formation. They headed south, paralleling the coast, and prepared for their strike.

The lead junk blinked a Morse code signal to the formation and all the junks turned, heading straight toward the shore. Using their bow- and stern-mounted machine guns to strafe the beach as they approached, the men prepared for landing.

Helsel and Myers, accompanying the South Vietnamese sailors, jumped ashore and spread out into the jungle. With medical kits on their backs, they were ready to provide first aid to the sailors and friendly natives in case of injury.

In the bush, North and South Vietnamese would be indistinguishable except for easily identifiable marks. In addition to rolling up their sleeves to indicate the symbol "friendly," the South Vietnamese sailors also displayed "SAT CONG" tattooed across their chests in two-inch letters. Translated SAT CONG means "Destroy communists."

OVERHAULING—Civilian workers construct new rudder and caulk decks. *Rt:* Navy advisor looks over a new job for yard.

CAN DO IN VIETNAM—Seabee built Moc Hoa Strike Force Camp looks like this. *Rt:* Canal allows boats near camp.

After penetrating approximately three miles inland, the landing force captured seven members of the Vietcong. The trip back through the jungle was without incident.

Returning with their Vietnamese shipmates to Ky Ha, Myers and Helsel set about once again at the task of treating the wounded and ill.

A number of the South Vietnamese sailors suffered from upper respiratory ailments. Due to the lack of medical facilities, they could be given only limited relief. But, with the supply of drugs he had, Myers did his best. The children in the village suffered mainly from vitamin deficiency, plus eye infections and impetigo, a skin disease.

The medical supplies exhausted, Myers and Helsel returned with the Vietnamese team from their special assignment into the interior. This particular mission was a small one, but it is representative of the many unusual jobs Navymen are performing today in war-torn Vietnam.

Operation Junk Yard

As reported in the September 1964 issue of ALL HANDS, another unusual job U. S. Navymen have is that of advising the Vietnamese Navy on the operation of its special fleet of junks. Located along the coast of the China Sea from the 17th parallel south to the 15th parallel, the First Coastal District Junk Force has 110 junks assigned to patrol 120 miles of coastline. This district, located approximately 400 miles northeast of Saigon, is patrolled by three types of junks: 55-foot command junks, 44-foot motor-sailer junks, and 31-foot sail-only junks.

These vessels are under the direct command of a lieutenant in the Vietnamese Navy. His American counterpart is a lieutenant in the U. S. Navy.

The force is charged with providing a barrier against infiltration by communist insurgent junk movement into Vietnamese waters.

The junk force crews are authorized by the government of Vietnam to board and search any vessel inside the 10-mile fishing limit.

Armed with 30-cal. machine guns, Thompson submachine guns, Browning automatic rifles, M-1 carbines, hand grenades, flares, 2½-foot knives and other hand-to-hand combat weapons, this Navy force patrols the seas in groups of seven: one motorized and six sailing junks.

How is this Junk Navy kept in condition? How are repairs made? Even a sailing junk needs a periodic overhaul—how is this accomplished?

The answer to this question lies, in part, in its repair facilities.

The Vietnamese Navy's Eastern Repair Facility in Saigon is a busy operation today. In a relatively short period of time, it underwent a transformation from an overgrown patch of weeds and obsolete, rusted equipment to a junk and river craft repair station that restores more than 100 boats each month.

The Naval Advisory Group's U. S. advisor to the facility, Lieutenant Fulton R. Wynn, credits Lieutenant Nguyen Ninh Cong and a group of Vietnamese Navymen and civilian workers for accomplishing this feat. The transformation took several months. They started in December 1963.

Since that time, the Eastern Repair Facility has grown from a pile of unusable equipment to a thriving activity. It has also expanded its mission. Originally, it was to make minor repairs to river patrol craft. Now it makes

LOCAL HELP—Vietnamese lay wall for building at Moc Hao. *Rt:* Seabee ingenuity turns dump truck into water truck.

ON THE ALERT—Vietnamese Junk Force searches for Vietcong contraband shipping. Navy advisors sail with them.

repairs to these craft, plus eight major overhauls to junks from the Coastal Force.

The facility is currently using three marine railways, simple railroad tracks that extend down into the water at deep water landing points. At the head of each of these railways is a large electric winch that pulls the boats, attached to skids, from the water and onto the beach.

The junks are completely reconditioned throughout, including replacing the bottoms on some and doing a complete engine overhaul on all. In addition, the junks are outfitted with living conveniences while they are at the facility. The small cabins on the motor-sailer junks are being widened to give more crew sleeping space, and all of the cabins are being outfitted with an air vent to allow the crews to get more fresh air in the cabin.

The operation of this facility points up the work of the Vietnamese Navy and American Navy advisors in the complex job of defending the waterways of South Vietnam.

The STAT Story

"STAT" identifies a group of small but highly effective Seabee construction teams which have completed a successful assignment—or rather, series of assignments—in Vietnam.

Let's take STAT 0503 as an example. Its tour of duty has ended and it was followed by another, equally efficient unit, STAT 1003, but its work lives on.

STAT is the official abbreviation for Seabee Technical Assistance Team, a relatively new type of military unit within the Navy's construction forces.

Composed of 12 well-qualified enlisted men and one Civil Engineer Corps officer, each team is deployed from its parent organization, a Mobile Construction Battalion (MCB), as an independent unit capable of general construction work at isolated locations.

Seabee Technical Assistance Team 0503, under the command of Lieutenant F. M. Oxley, CEC, USN, departed Port Hueneme, Calif., on 2 Jan 1964 for the Republic of Vietnam. After a brief stopover on Guam for a final outfitting with their parent organization, MCB Five, they arrived in Saigon on 7 January and immediately began preparations for going "up country."

Displaying typical Seabee vigor, they were on station two days later at Minh Thanh, about 50 air miles north of Saigon in Binh Long Province.

The team's first assignment, in support of U. S. Army

CAMP and airfield were carved out of the jungle by CBs.

Special Forces, was the construction of a complete new camp for the Vietnamese Civilian Irregular Defense Group (CIDG), more commonly known as "Strike Force" troops. Facilities for the U. S. Special Forces "A" detachment of a Vietnamese Special Forces "A" detachment, and 400 Strike Force troops were included.

All were to be enclosed by fighting positions, a moat eight feet deep by 10 feet wide, and three barbed wire fences. Camp layout and construction began immediately.

A total of 20 buildings were constructed, most of which were 20 by 50 feet in size, with wood frame supporting a corrugated metal roof over a concrete slab. Complete water and sewage systems were installed. Four machine gun bunkers were fabricated from steel, and concrete was used to construct an underground ammunition bunker and a two-story command bunker.

A dispensary was built of concrete blocks (these were produced on the job site). Vietnamese workers, instruct-

SEABEE team member instructs Vietnamese at camp site.

TODAY'S NAVY

CLAIMS NEW RECORD—Crew of *USS Stickell* (DD 888) rigged two stations in one minute, 27 seconds while refueling from *Canisteo*. Can anyone top this?

New Ships, New Billets

All across the country new duty stations (floating type) are under construction. Two of these new ships already have joined the Fleet, three others were launched while another three, in addition to receiving their names, had their keels laid.

The amphibious transport dock USS *Austin* (LPD 4) was commissioned at the New York Naval Shipyard. Named for the capital city of Texas, *Austin* is the fourth ship to be built specifically as an amphibious transport dock.

She is 570 feet long, has a displacement of 16,600 tons fully loaded and has a crew of 513 officers and men.

Authorized in the Fiscal Year 1962 Shipbuilding and Conversion Program, *Austin's* keel was laid on 4 Feb 1963 and she was launched 27 Jun 1964.

The destroyer escort USS *Edward O. McDonnell* (DE 1043) was commissioned at the Charleston, S. C., Naval Shipyard.

McDonnell is named in honor of VADM Edward O. McDonnell who, because of his heroism in the battle of Vera Cruz (April 1914), was awarded the Medal of Honor.

She is armed with the drone antisubmarine helicopter (*Dash*), antisubmarine rocket launcher (*Asroc*), antisubmarine torpedoes, and a single 5-inch/54 caliber gun mount. In addition she is equipped with a variable depth sonar and, mounted in her bow, an integral long range sonar.

McDonnell is 414 feet long, has a beam of 44 feet and displaces 3400 tons. Her keel was laid 1 Apr 1963 and she was launched 15 Feb 1964.

The submarine tender *Canopus* (AS 34) was launched at Pascagoula, Miss. She is the second Navy ship to bear the name.

The new *Canopus* is designed to provide mobile base support facilities for nuclear powered submarines including the *Polaris* variety. Her keel was laid 2 Mar 1964, and she is scheduled to be commissioned late this year.

The first *Canopus*, also a sub tender (AS 9), was in the Philippines at the beginning of World War II. Although subjected to continued attacks, she faithfully served her subs and other ships until the Philippines were surrendered. At that time, *Canopus* I was scuttled by our forces to deny her use to the enemy.

The destroyer escort *Voge* (DE 1047) was launched at Bay City, Mich. She is named for RADM Richard G. Voge who, as Operations and Combat Intelligence Officer of the Pacific Fleet Submarine Force, received the Distinguished Service Medal for his work.

Voge, designed primarily for antisubmarine warfare, is 414 feet long, has a beam of 44 feet and a standard displacement of 3400 tons. She will be equipped with *Dash*, *Asroc* antisubmarine torpedo launchers and a 5-inch/38 caliber gun forward and aft. Her keel was laid 21 Nov 1963.

In Seattle, Wash., the amphibious transport dock ship *Denver* (LPD 9) was launched. She is a *Cleveland* class LPD with a length of 570 feet, a beam of 84 feet and a full load displacement of 16,550 tons.

Named after the Colorado city, *Denver's* keel was laid 7 Feb 1964.

Three other ships, in addition to having their names assigned, had their keels laid. The amphibious transport dock LPD 8, whose keel was laid 25 Jan 1965 at Pascagoula, Miss., received the name *Dubuque*. The keel of LPD 10 was laid 22 Jan 1965 at Seattle, Wash., and she was named *Juneau*. (Amphibious transport dock ships are named for U. S. cities that bear the names of early North American pioneers.

BUILDERS OF THE NAVY

Dovid D. Porter wos o dynomic leoder with an irrepressible noture under whom the Union's juniar afficers were eoger to serve during the Civil War. He hod a creotive mind and valued perfarmonce obove pratacol. Porter never foiled to proise o subordinote who met his expectotions ond never lost his superb sense of humor even though he saw more continuous fighting during the war than ony other noteworthy Unian afficer. These qualities and Porter's willingness to keep his mind open ta progress probably accounted far his rise fram lieutenant at the war's beginning ta rear odmirol ot its end.

The 41st and final nuclear powered fleet ballistic submarine SSBN 659 had her keel laid 20 Feb 1965, and was named *Will Rogers*.

Known as the cowboy philosopher, Will Rogers was an author, newspaper columnist and entertainer noted for his humorous commentary on the American way of life. He was killed in a plane crash near Point Barrow, Alaska.

Shadwell Doing Well

No matter how you figure it, USS *Shadwell* (LSD 15) is a Navy pro. After she entered service in June 1944, she ran up a creditable record for herself from the Philippine Sea to Tokyo Bay.

Shadwell was designed for transporting combat-loaded assault boats and combat-ready Marines to distant beaches, and this she did. In 1959, however, the old amphibian began playing an enlarged role.

Shadwell was deployed with Amphibious Squadron Six to the Med—not an unusual event in itself, but this time she was carrying a detachment of Marine helicopters.

The LSD also is a drydock for assault craft and a transport for all kinds of cargo which can be loaded by several methods. Her commanding officer works under the maxim—make the most of your versatility.

At a time when aircraft carriers have been chalking up a startling number of landings, *Shadwell* also marked an aviation milestone—her one thousandth accident-free helicopter landing.

USS *La Salle* (LPD 3) which, like *Shadwell*, operates with Amphibious Squadron Six also marked her one thousandth helicopter landing in the same week.

Busy *Constellation*

USS *Constellation* (CVA 64) is a relatively young ship (she was commissioned on Navy Day 1961), but her arresting crew has already logged well over 34,000 landings—thus erasing any doubt that theirs is a busy ship.

Early in May 1964, the big carrier steamed from her home port at San Diego to join the U. S. Seventh Fleet in the Pacific. Since then, her crew members have visited Pearl Harbor, Hong Kong, Okinawa, the Philippines and Yokosuka, Japan.

Constellation was also on hand for the Gulf of Tonkin operations, for which she was awarded the Navy Unit Commendation and the Armed Forces Expeditionary medal.

THE TOP basketball players selected from All-Navy tournament pose for photo. These hoopsters will represent the Navy in Interservice Basketball Tournament.

SubLant Cagers Win All-Navy Title Again

IN WHAT'S turning into an annual head-on collision with each other, SubLant and SubPac pushed the All-Navy basketball championship tournament to the final minutes again this year before allowing fate and some clinch foul-shooting to decide the victor.

More than one element of this year's tournament was reminiscent of the struggle for the 1964 crown. The setting was different—NTC San Diego instead of Naval Station, Norfolk. But the same five teams participated (SubLant, NAS Norfolk, Cape May Coast Guard, SubPac and PhibPac); the same team took a running start (SubLant); and the same two teams again brought the contest to the wire. Most significant, however, the same team—SubLant—came out on top.

SubLant pressured its way from the start, defeating NAS Norfolk 91-75 in the first game. SubPac followed suit in game two of the first round defeating the Coast Guard Recruit Training Command team from Cape May, N. J., by an almost identical score of 90-75. PhibPac drew a bye.

On the second day, SubPac remained relentless, squeezing by PhibPac 85-84. In the losers' bracket, the Coast Guard rebounded by knocking NAS Norfolk out of the double-elimination tournament with an 88-78 victory.

Next, Cape May was pitted against PhibPac to decide which team would progress to the semi-finals. It was Cape May all the way, pumping 101 points through the hoop to PhibPac's 80.

Winners' Playoff

Meanwhile, play became more interesting as the winners confronted each other. SubLant streaked to an early lead over SubPac and held on to grab a 99-81 victory. Jim Ehlers for the winners and Leroy Jackson for the losers each scored 22 points. This left SubPac to face Cape May for the last big chance for one of them.

The big SubPac team jumped to a 14-3 lead in the first six minutes, but Cape May had made it 43-35 by half-time.

In the first two minutes of the second half a basket and two free throws put Cape May within four points of balancing the score. That was as close as they could come, as SubPac retaliated with three quick goals and went on to win the game 91-76.

The loss eliminated Cape May from the tourney, making it the second consecutive year Coach Joe Bettencourt has brought his charges to a third place finish in All-Navy competition. Bettencourt is a former three-letter man and basketball star from Connecticut.

For SubPac, the win meant an opportunity to retrieve the All-Navy title they lost last year. They could do it by defeating SubLant first in

SEALAB II will sit on ocean floor at 250-foot depth near La Jolla, Calif., in late summer. Two teams of 10 men each are scheduled to live in undersea lab to help determine how much useful work can be done in ocean at great depths.

a play-off game and then in a final.

In the tie-breaker, SubPac came from behind to upend SubLant 94-90. The lead see-sawed until SubPac pulled away to a 10-point margin with three minutes remaining. SubLant tried in vain to close the gap as the clock caught them.

Close Scoring

In the final match, SubPac jumped off to an early lead and held a one-point margin going into the second quarter. The Pacific squad used its height well under the boards and held at 42-38 as the half ended.

An opening spurt in the second half made the evening look even more favorable for SubPac, until SubLant pushed past to 64-63 with seven minutes remaining.

From there SubLant never relinquished the lead, though play was close to the finish. It was SubLant 80-75 with only 1:14 to go, but SubPac poured in seven more points. SubLant matched this output, mostly from the foul line, climaxing the game, the season and the 1965 All-Navy basketball championships with an 87-82 score and another crown.

Final standings in the 1965 All-Navy basketball championships:

COMSUBLANT	3	1
COMSUBPAC	4	2
Cape May C. G.	2	2
COMPHIBPAC	0	2
NAS Norfolk	0	2

This Is a Drill

There's a war going on out west. Exercise Silver Lance, involving more than 80 ships and 70,000 Navymen and Marines of the Pacific Fleet, will determine how effectively these units can conduct an operation in the context of present-day subversive situations.

The mythical nation of Lancelot, small and weak, is being harassed and subverted by its more powerful neighbor, Merlin. Guerrilla forces, which control a portion of Lancelot, have terrorized U. S. citizens in the country and Lancelot has appealed for U. S. assistance.

The exercise will encompass strike and antisubmarine warfare and peace-keeping operations in a counterinsurgency environment. It will involve amphibious and air operations at sea off southern California, on the offshore islands of San Clemente, San Nicolas and San Miguel, and ashore at Camp Pendleton, Calif.

Forty-seven amphibious ships, plus numerous assault landing craft and other supporting units, will be under the amphibious task force commander, including three cargo ships and an MSTS aircraft carrier (ferry).

Marine forces include more than 40,000 Marines from the First Marine Brigade based in Hawaii; the First Marine Division from Camp Pendleton; the Third Marine Aircraft Wing from El Toro, Calif.; and other support units.

Amphibious support forces include 34 ships—two attack aircraft carriers, an antisubmarine carrier, several guided missile ships, destroyers, minesweepers and support ships.

Vice Admiral Lawson P. Ramage, USN, Commander, First Fleet, is in over-all command of Silver Lance.

Composition of the "enemy" sea and air forces has been withheld from participating units so that the full enemy capabilities remain unknown.

Man With Two Hats

Every officer wants to command a ship of his very own. For a very short time early this year Lieutenant Commander Thomas R. Cotten, Jr., had command of two at the same time. He was commanding officer of USS *Earle B. Hall* (ADP 107) and officer in charge of USS *Kirwin* (APD 90).

It all happened because the amphib transport *Hall* had, by 1964, been plowing through salt water for quite a number of years and was beginning to show her age. No one in the crew figured she was long for this Navy. They were hardly surprised to receive orders instructing the ship to report to Little Creek Va., recommission the mothballed *Kirwin*, and switch ships.

In all honesty it must be admitted *Kirwin* was just about as old as *Hall*, but was at least from a wear-and-tear viewpoint, a new ship. *Kirwin* went to sea for 45 hours after her construction back in '46, then re-

CHOW TIME—Penguins receive a meal from C. Lindewall, AT2, as the Navy flew fifty-five of the birds and four seals from Antarctica to zoos in U.S.

ported to the mothball fleet in Orange Texas, where she had been gathering barnacles ever since.

A distinction must be made between new and modern. Though *Kirwin* was far from decrepit, she was not exactly the epitome of modern technology. Radar has progressed rapidly in the last two decades, as have weapons systems, and *Kirwin* was all original. She did not even have a crew's TV or individual bunk lights.

On the other hand, all the attachments which go to make a ship modern were available, in good condition, aboard the weathered old *Hall*.

The *Hall* crew played a large part in the renovation of *Kirwin*, with help supplied by USS *Krishna* (APL 38), a nearby repair ship.

First, the *Kirwin* boiler was rebricked and many of the tubes replaced. Radar gear was removed and replaced with that from *Hall*. Outmoded booms and supporting structures which were original *Kirwin* gear, were removed.

Much of the electrical wiring and equipment was replaced to handle the increased load of modern equipment. The majority of the spaces were repainted after cutters, welders, chippers and sanders were finished. Decks were tiled and much of the plumbing was rearranged or replaced to bring the *Kirwin's* living spaces up to par.

About the only job which the Navymen didn't perform was the modernization of the military equipment, such as the guns and sonar. So *Kirwin* was scheduled for a short yard period early in 1965, after everything else had been taken care of.

Finally, in mid-January, recommissioning ceremonies took place on board *Kirwin*. In the same ceremony, *Hall* was decommissioned.

SLOW DROP—Drag of tail device on Navy's new *Snakeye* bomb allows plane to escape damage during low bombing. *Below: Snakeye* hitting target.

Hall had been a fine ship in her day. She went into mothballs carrying the Amphibious Assault Award, the Antisubmarine Warfare A, the Communications C and the Operations E.

Corsair II Slated for Fleet

The A-7A VAL light attack aircraft have been given the name *Corsair II*. A modified version of the F-8 *Crusader*, the new jet plane will be delivered to the Navy this fall and is expected to reach the Fleet in 1966.

Designed to replace the A-4 *Skyhawk* as a limited war aircraft the A-7A is a fixed-wing, subsonic plane which uses the TF-30 jet engine without the afterburner. It has twice the range of the A-4 and allows greater payloads at any given range.

The original *Corsair* was the F-4U, a single engine Navy and Marine Corps fighter-bomber used in World War II and Korea. It was first used in combat in February 1943. Navy and Marine Corps pilots of the single-seat fighters shot down 2140 enemy planes and flew a total of 64,051 combat sorties from land bases and carriers.

In the air over the Solomons and Rabaul, Marine *Corsair* fliers shot down 1520 of the nearly 2500 planes lost by the enemy in that area in aerial combat. There were more than 12,000 F-4U *Corsairs* built; they were phased out of service in 1955.

JOINS THE FLEET—Fleet ballistic missile sub *USS Nathanael Greene* (SSBN 636) is equipped to fire *Polaris A-3* missiles.

THE WORD

Frank, Authentic Career Information
Of Special Interest—Straight from Headquarters

• **GITMO DEPENDENTS** — Navy families separated at Guantanamo Bay in February 1964 have been reunited, and Navymen who now receive orders to the Naval Base can have their families with them while there.

This is a reversal of the 1964 policy which provided that no more orders for dependent travel to Gitmo would be issued.

Things have changed at Guantanamo Bay. Last December, the Navy completed a plant which can convert 2.2 million gallons of salt water into fresh water daily.

With plenty of fresh water on hand for everybody, Navymen may bring their dependents to the base with the permission of the commanding officer. Permission for dependent travel is granted when base housing is available.

• **TARS IN REGULAR NAVY**—TARs have been watching for changes to BuPers Inst. 1130.4G lately for additions to the open rates list. If their rate is listed, they may transfer to the Regular Navy (TARs) or they may apply for active duty with the Regular Navy (USNR-R).

To be eligible for transfer to the Regular Navy, a man must be qualified in his rate and must have served on active duty in the Navy immediately before he enlisted in the Regular Navy.

He must be a citizen of the United States or be classed as an immigrant alien who can present proof of his intent to become a United States citizen.

He must not be over 40 and must be able to complete 20 years of active duty before he is 51 years of age.

TARs whose ratings are designated as open may enlist in the Regular Navy after they complete their obligated service. The latest listing of TAR open ratings was given in Change 6 to BuPers Inst. 1130.4G. The ratings are as follows:

RATING	E-4	E-5	E-6	E-7
ABH	×	×	×	
AE	×			
AME	×	×		
AQ	×	×	×	
AT	×			
AX	×	×	×	×
BR			×	
CT	×	×	×	×
DS	×	×	×	
ET	×	×	×	×
FT	×	×	×	
GMM	×	×		
GMT	×			
IC	×	×		
MM	×	×		
PT	×	×	×	
QM	×	×		
RD	×	×		
RM	×	×		
SM	×			
ST	×	×	×	×
TD	×			

AN, FN, SN and TNs in pay grades E-1 through E-3 are also eligible.

• **PROFICIENCY PAY**—Here's a complete listing of ratings and NEC skills which are awarded P-1-50, P-2 and P-3 proficiency (career incentive or specialty) pay under the 1965 proficiency pay awards program.

With the introduction of the source rating concept into the Naval Enlisted Classification coding system, several changes to this program have been made. Also note that as the Navy's manpower requirements change, the critically undermanned classifications are revised.

Since 30 Jun 1964, new pro pay (specialty) awards based on NECs have not been made to personnel outside the proper source ratings. However, if—before 30 June—you were receiving pro pay based on an NEC, and your skill was removed from the list, you will continue to receive pro pay until 30 Jun 1966 or your current enlistment expires, whichever is sooner. But you must continue to perform the skill of your former NEC and maintain your eligibility.

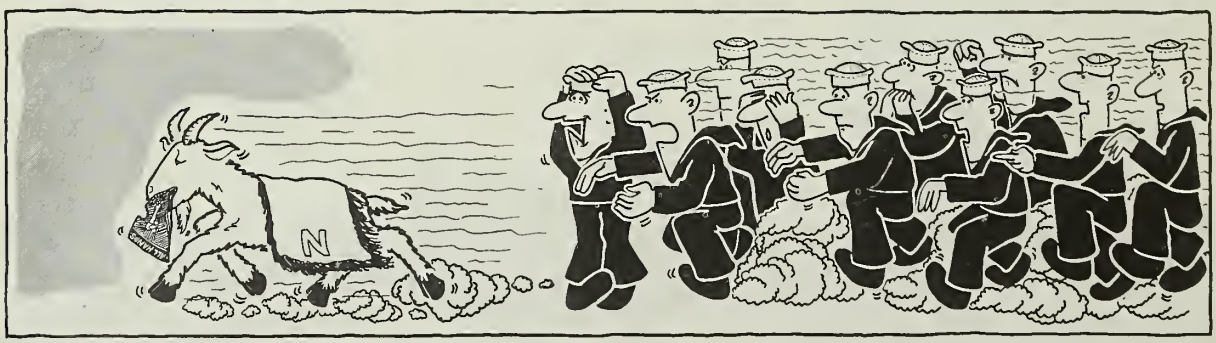
Here are some other changes which may affect you:

• If you are in the missile technician (MT) rating or you have an NEC of FT-1151, AT-6616 or AT-6617, you are now eligible for P-1-50 instead of P-2.

• The NEC of 2385, a P-1-50 skill, was disestablished 31 Dec 1964. If you had this NEC, chances are you have been assigned a new code for which new awards of proficiency pay may now be in effect.

• If you have an NEC of 7131 or 7137, don't plan on drawing pro pay unless you were drawing it before 31 Dec 1964. This award is going through a two-year phase-out period. This means that no new pro pay awards will be made but, if you already were receiving the award before the phase-out period began (31 Dec 1964), you can continue to do so until 31 Dec 1966 or the end of your current enlistment, whichever is sooner.

However, if you are in the aviation structural mechanic (AM) rating and hold the 7137 NEC, you are still eligible to receive P-1-50 pro pay provided you are otherwise qualified and are in a billet which involves A-5A or RA-5C aircraft.



THERE'S FOOD for thought in ALL HANDS magazine, but if it's not passed on to ten readers, it will get their goat.

For more information on proficiency (specialty) pay, check with BuPers Inst. 1430.12F.

As of 1 Jan 1965, the following ratings and NEC codes are eligible for proficiency pay (specialty) awards as indicated. The asterisk indicates NEC conversions which are listed at end of table.

Award Level P-1-50 ($50)
Rating Award: AQ, AT, FT, GMT, ST, MT

NEC	Source Ratings to Which Applicable	NEC	Source Ratings to Which Applicable
0313	RD	2405	CT
0314	RD	3342	TM
0316	RD	3343	TM
0317	RD	3344	TM
0318	RD	*3345/3346	TM
0319	RD	3347	TM
0931	GM	4356	EN, MM
2314	RM, CT	4722	IC, EM
2315	RM	4723	IC
2332	RM, ET	7131	AE
2342	RM, CT	7137	AE, AM
2393	RM		

Award Level P-2 ($75)
Roting Award: AX, DS, ET

NEC	Source Ratings to Which Applicable	NEC	Source Ratings to Which Applicable
0417	ST	1155	FT
0418	ST	1156	FT
0419	ST	1157	FT
0423	ST	1158	FT
0426	ST	1159	FT
0471	ST	1161	FT
0474	ST	1162	FT
0475	ST	1163	FT
0476	ST	1164	FT
0478	ST	1165	FT
0479	ST	1166	FT
0481	ST	1167	FT
0482	ST	1169	FT, ET
0483	ST	1172	FT
0484	ST	1173	FT
0485	ST	1174	FT
0486	ST	1175	FT
0487	ST	1179	FT
0488	ST	1182	FT
0489	ST	1184	FT
0491	ST	1185	FT
*0492/0477	ST	1186	FT
0493	ST	*1313/1143	FT
0494	ST	*1314/1144	FT
0495	ST	2401	CT
0984	GM	2403	CT
0986	GM	2406	CT
0987	GM	3318	MT
0988	GM	3371	CE, EO,
*0991/0891	GM		CM, SW,
0997	GM		UT, HM
0998	GM	3383	ET, IC
1113	FT	3384	IC, EM
1115	FT	3385	MM,
1118	FT		EN, 8T
1119	FT	3386	MM,
1128	FT		EN, 8T
1133	FT, ET	7946	AQ
1135	FT, ET	7947	AQ
1137	FT	7948	AQ

Award Level P-3 ($100)
Rating Award: None

NEC	Source Ratings to Which Applicable	NEC	Source Ratings to Which Applicable
3307	FT	3351	MM, EN
3308	FT		EM, IC
3309	FT	3353	ET, IC
3314	MT	3354	IC, EM
3315	MT	3355	MM, EN
3316	MT	3356	MM, EN
3317	MT	*NEC Conversions	
*3322/3325	ET	3346 converts to 3345	
3323	ET	0477 converts to 0492	
3324	ET	1313 converts to 1143	
*3331/3333	ET	1314 converts to 1144	
*3332/3334	ET	0991 converts to 0891	
3338	ET	3325 converts to 3322	
3339	ET	3333 converts to 3331	
		3334 converts to 3332	

• **EDUCATIONAL LOAN DEADLINE**—The Navy Relief Society Educational Fund has extended the deadline for submission of applications, this year, from 15 Mar 1965 to 1 May 1965.

The Fund will loan up to $1000 per year, at no interest, for college or vocational education beyond high school or for preparatory work prior to entering a state or national service academy, to eligible dependents of Regular Navy and Marine Corps personnel, active or retired with pay and children of reservists on extended active duty.

Details can be obtained at any Navy Relief Auxiliary but requests for applications must be addressed to Navy Relief Society Headquarters, Room 1030 Munitions Building, Washington, D. C. 20360.

Correspondence Courses

Six new correspondence courses have been issued and are available through the Naval Correspondence Course Center. They are:

OCC *Disbursing Part I* (NavPers 10976-A); Confidential modified handling; OCC *Fundamentals of Naval Intelligence* (NavPers 10728-A) which supersedes NavPers 10728-2; and OCC *Air Navigation Part I* (NavPers 10959-A) which supersedes NavPers 10959-2.

Confidential ECC *Gunner's Mate M 1 & C* (NavPers 91380); and ECC *Fire Control Technician 1 & C* (NavPers 91346-1) which supersedes NavPers 91331-C, 91332-B, 91334-B, 91345 and 91346-A.

OCC/ECC *Introduction to Naval Electronics* (NavPers 10444).

DIRECTIVES IN BRIEF

This listing is intended to serve only for generol informotion and os on index of current Alnovs, BuPers Instructions, BuPers Notices, and SecNov Instructions that apply to most ships and stotions. Many instructions and notices are not of generol interest and hence will not be corried in this section. Since BuPers Notices ore orronged according to their group number ond hove no consecutive number within the group, their date of issue is included also for identificotion purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before toking oction.

Alnovs opply to oll Novy ond Marine Corps commonds; BuPers Instructions and Notices apply to all ships ond stotions.

Alnavs

No. 5—Concerns entitlement of dependents evacuated from Vietnam.

No. 6—Designated the week of 21 through 28 February as Brotherhood Week.

No. 7—Invites views of uniformed personnel and civilian employees concerning military and civilian pay.

Instructions

No. 1320.9—Restates the policy concerning per diem payments for military personnel reporting early for temporary duty assignments.

No. 1550.42—Announces the availability of foreign language aptitude and proficiency tests and establishes procedures for requesting language test materials.

No. 6100.6A—Amplifies current weight control measures and establishes a means whereby commands may enforce weight reduction for those enlisted members who are obese.

Notices

No. 1531 (1 February)—Provided authority to nominate enlisted Navymen to participate in the Navy-wide examination for assignment to the Naval Preparatory School as candidates for appointment to the Naval Academy.

No. 4600 (15 February)—Clarified computation of allowable travel time for naval personnel using privately owned vehicles on permanent change of station orders.

No. 1910 (16 February)—Modified current regulations pertaining to the discharge of enlisted women by reason of marriage and procedures for submission of requests for no-cost transfers for duty with husbands.

No. 1440 (24 February)—Announced revised qualifications for advancement in the FT rating in advance of Change 2 to *Manual of Qualifications for Advancement in Rating.*

THE BULLETIN BOARD

What a Traveling Man Needs to Know about Customs Regulations

Navymen (and Navy families) are extensive travelers. Every time a traveler returns to the U. S. from abroad—whether traveling as a tourist or because of occupational necessity—he must comply with certain customs regulations.

The following report contains some helpful hints about customs regulations, for your benefit. They have been drawn from two Bureau of Customs pamphlets, entitled "Customs Hints for Returning U. S. Residents," and "Household Effects of U. S. Residents and Nonresidents," and from a report by Mr. Arthur Settel, who is a special assistant for information in the Bureau of Customs, Treasury Department, Washington, D. C.

AMONG MANY "don'ts" that servicemen should heed is one that should be especially stressed: Don't attempt to outsmart Customs. Also, don't be ignorant of customs regulations.

You can save yourself unnecessary expense, embarrassment and even severe penalties by being aware of customs regulations and abiding by them.

According to a customs official, servicemen do not deliberately violate customs regulations frequently—more often their violations are the result of ignorance. But the penalties are the same in either case.

Here is a general rundown on significant customs regulations with which you should be familiar:

Item 915.20, *Tariff Schedules of the United States*, provides for the free entry of household and personal effects, including automobiles, of any military or civilian person returning to the U. S. under government orders after completing extended duty outside the customs territory of the United States. Your local Household Effects Office will provide you with the necessary guidance and assistance to obtain proper customs clearance under this provision.

You will have to satisfy the customs inspector (usually a member of your command overseas) that the items you are shipping are yours, and are not being imported for another person and are not intended for sale.

Articles which were not in your possession while you were on extended duty abroad cannot be considered household and personal effects, and are not subject to free entry. According to law, such items as furniture, carpets, dishes, linens, books, pictures and other similar household furnishings must have been used by the owner for at least one year, or were available for use in his household, to be admitted duty free. (The year of use need not be continuous, nor does it need to be the year immediately preceding the date of importation.)

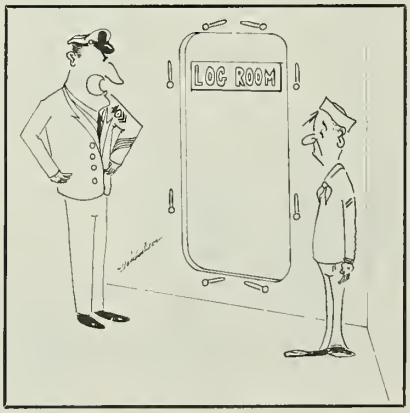
You are not entitled to exemption under 915.20 if you return home voluntarily on leave or for other personal reasons before your assignment is terminated. If you send effects home before your orders are issued, or if you purchase articles overseas and they are sent directly to your address in the United States, Item 915.20 does *not* apply. You must declare these articles on a separate baggage declaration when you return to the U.S. if you wish to obtain free entry under the provisions of the tariff schedules.

Other Exemptions

While stationed or operating abroad, you are permitted to send gifts valued at $10 or less to persons in the United States without payment of duty or taxes. You may send as many gifts as you desire, provided the total value of gift packages or shipments received by one person in one day does not exceed $10. Alcoholic beverages, tobacco products and perfumes valued at more than one dollar are excluded from this privilege.

If you are returning to the U. S. after an absence of 48 hours or more, you are granted a $100 exemption once every 30 days. At present there is no 48-hour requirement if you return from Mexico or the Virgin Islands. However, in the absence of Congressional action, the 48-hour requirement will go into effect on 1 July with respect to the Virgin Islands.

D. J. Michaelson, PM3, USN



"Shape up Smithers, the fireroom doesn't burn wood!"

Liquor and Cigars

Not more than one gallon of alcoholic beverages nor more than 100 cigars may be included in your exemption. This exemption applies to each person regardless of age. Additional quantities may be imported, but will be subject to duties and internal revenue taxes. There is no limitation on the number of cigarettes for your personal use.

But a word of caution: Customs officers will not release liquors destined to any state for use in violation of its laws. Check your state laws. You may obtain a copy of *Summary of State Laws and Regulations Relating to Distilled Spirits* from Distilled Spirits Institute, 1132 Pennsylvania Building, Washington, D. C. 20004.

Your Declaration

Customs declaration forms are distributed on vessels and planes and should be prepared well in advance of arrival for presentation to the Immigration and Customs inspectors. If you are not exempt under Item 915.20, here are further tips.

You must declare all articles acquired abroad and any alterations or repairs to articles taken abroad.

Wear or use of an article you acquire does not exempt it from duty and it must be declared. In addition to articles for your personal use, you

must declare any article you are bringing into the country for another person at his request, and any article you intend to sell (or use in a business).

Declare all articles you are carrying with you (accompanied) as well as any sent separately (unaccompanied articles). To insure your exemption on unaccompanied articles, they should be declared in detail and, when possible, listed by each shipment.

Remember, the exemption may be lost on any article you fail to declare to customs at the time of your return from the trip on which you acquired it.

Family Declaration

The head of a family may make a joint declaration for all members of his household returning with him to the U. S. as a group.

For example, a family of four may jointly bring in articles free of duty valued up to $400 on one declaration ($800 if returning from the Virgin Islands) and it does not matter if the articles acquired by one member of the family exceed his $100 exemption. Infants and children are entitled to the same exemption as adults if they are returning to the U. S. Children born abroad, who have never resided in the U. S., are not eligible for the exemption, however.

Value of Articles

You must declare the prices actually paid in the currency in which the articles were brought. If you honestly don't know the cost, say so. To declare the wrong price may cause delay as well as the assessment of penalties (customs' information on foreign values is extensive).

Packing and Opening Baggage

It will be helpful if you will make a list of the articles acquired on your trip before you reach the port of entry. Retain the sales slips and purchase order covering these articles and have them available for ready examination by the customs officer.

Pack your baggage so inspection will be easy. Do your best to pack separately the articles you are declaring, and when the customs officer asks you to open your luggage, comply without hesitation. This will speed you through customs.

Prohibited and Restricted Articles

When a law prohibits entry of an article into the United States, the customs officer cannot permit you to have it. Examples are narcotics, drugs containing narcotics, obscene articles and publications, lottery tickets and similar type articles. Consult a customs officer when in doubt.

Generally, the following restrictions and prohibitions will be enforced:

• *Fruits, vegetables, plants and plant products*—If you want to bring in plants and plant products, the best way to avoid trouble or delay is to make arrangements in advance. Applications for import permits or requests for information on these articles should be addressed to the Import and Permit Unit, Plant Quarantine Division, 209 River St., Hoboken, N. J. 07030.

• *Meat products — Entry of* foreign-cured and cooked meats, such as bacon, hams, sausages, bologna, salami and similar products is restricted. The requirements are so complex that the average traveler cannot meet them. For all practical purposes, you may consider cured and cooked meats prohibited. Write to the Animal Inspection and Quarantine Division, U. S. Department of Agriculture, Washington, D. C., for information if you intend to import animals or animal products.

• *Pets*—The entry of pets (cats, dogs, monkeys and birds such as parakeets and parrots) is subject to regulations of the Public Health Service, Department of Health, Education and Welfare, Washington, D. C. Write to the Surgeon General at the above address, or to the nearest Public Health Service quarantine officer, if you wish further information.

• *Firearms and ammunition*—In addition to customs regulations regulating the import of firearms and ammunition, there are Navy regulations that must be satisfied. Consult

WHAT'S IN A NAME

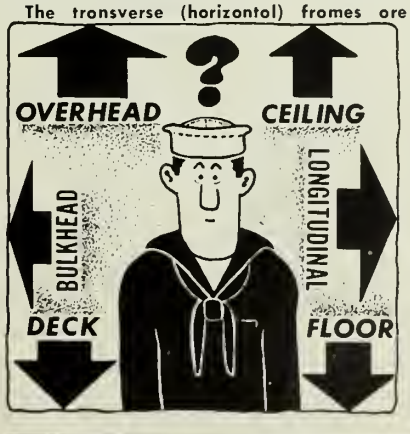
Floors and Ceilings Aboard Ship

No matter what you may have learned in boot camp, ships do have floors. What's more, some ships even have ceilings. Of course, they are not the same as decks and overheads.

When a ship is to be built, one of the major factors the designers must consider is the ship's protection, especially if the ship will be large. This protection is made up of features which minimize the effects of enemy fire, whether it may be guns, torpedoes, missiles or mines.

Transverse and fore and aft frames, some of which limit the spread of flooding, criss-cross each other like a grating, forming a boxlike framework similar to a honeycomb. This method of designing a ship's bottom is called cellular construction.

The transverse (horizontal) frames are



called floors; and the fore and aft (vertical) frames are called longitudinals.

On vessels larger than destroyers, this cellular double bottom is usually covered by a layer of watertight plating called the inner bottom or tank top. This provides an additional barrier against flooding should the outer plating be ruptured by the ship running aground, hitting a mine, or the like. It also contributes to the strength of the vessel and encloses the cellular double bottoms into a series of tanks which hold fuel oil, fresh water and ballast.

Each tank in the double bottom is composed of several cells. The floors which form the partitions of the tanks are water— (or oil—) tight and are called solid floors. The floors within the tank have large holes (called lightening holes) cut in them to save weight and allow access to various parts of the tank. These are called open floors.

So, the next time you hear about someone who wants to clean the "floor" instead of the deck, make sure he has all the necessary equipment to obtain access to the ship's floor.

Now, where will you find a ceiling aboard ship? Generally, ceilings are in cargo holds. A ceiling is a wood sheathing to protect the cargo from damage which might result if it were to strike against the steel sides. Also a ceiling is a layer of planking over the tops of holds.

Try that on one of your salty shipmates and see if it doesn't floor him.

your personnel officer for advice and information.

Trademarked Articles

If you wonder why there is a restriction on the importation of certain cameras, perfumes and other articles of this nature, it is because the ownership of the trademark has been assigned to a person or a corporation in the United States, and this entitles him to determine how many items bearing his trademark may be imported. The trademark law makes no exception for articles imported for personal use.

For example, the manufacturer of a certain camera has determined that not more than one article bearing his trademark may be imported into the U. S. by any one individual, and only then if it is for personal use and not for sale. This becomes the limit, and customs will enforce it.

It is legal to obliterate the trademark on such an article, however, and thus overcome the trademark restriction. The customs inspector has to be satisfied that the trademark has been rendered illegible before he will permit its importation. (For information on the trademark law, write to the Bureau of Customs, Washington, D. C., or to the nearest customs office, and ask for the free leaflet entitled *Tourists' Trademark Information.)*

The importation as well as the purchase abroad of all goods originating in Communist China or North Korea is prohibited without a Treasury license. The importation of all goods of Cuban origin or containing Cuban components — particularly cigars made with Cuban tobacco—is prohibited without a Treasury license. These licenses are not generally available for tourist purchases.

Copies of the Foreign Assets Control Regulations listing the commodities affected and explaining the certification procedures, and copies of the Cuban Import Regulations may be obtained from the Federal Reserve Bank of New York or from the Office of Foreign Assets Control, Treasury Dept., Washington, D. C.

Gold Coins

The Treasury Department gold regulations prohibit the importation of gold bullion or gold coins except under license. Medals, other than special award medals, are prohibited entry. Gold coin jewelry is restricted and may be imported only if it meets certain requirements. For information write the Director, Office of Domestic Gold and Silver Operations, Treasury Dept., Washington, D. C.

Antiques

Genuine antiques are free of duty if produced before 1830. Antique furniture must be inspected for free entry by antique examiners stationed at these ports only: Baltimore, Boston, Chicago, Honolulu, Los Angeles, New Orleans, New York, Philadelphia, San Francisco and Seattle.

Foreign Currency

You may avoid loss in the exchange and re-exchange of currency by consulting a local or foreign bank or travel information service, before leaving or entering the United States.

Play it safe. Get the regulations from your command or write directly to the Bureau of Customs, or other appropriate agency, or consult any U. S. embassy or consulate.

There'll Be Changes Made In Augmentation Program

Some changes have been made to the Regular Navy augmentation program. They primarily affect Reserve or temporary commissioned officers who wish to apply for augmentation in the Regular Navy in the following categories:

- Women in the Medical Service Corps
- Law specialists, and
- Chaplains.

Effective 2 Feb 1965, the following provisions apply:

Women Reserve officers of the MSC may apply for augmentation as lieutenant commander. Previously the cutoff was at the lieutenant grade.

Chaplains are now required to serve on active duty for 36 months before becoming eligible to apply for augmentation. Previously they had an 18-month requirement.

Law specialists have been given an extra year after release to inactive duty in which to apply for augmentation. All other officers who have fulfilled the appropriate service and active duty requirements, and who are otherwise eligible, must apply within three years of release. Law specialists have a four-year period in which to apply.

If applications are not made within the respective three or four year periods, all officers must return to active duty for at least one year before they apply for augmentation.

Only officers of the Naval Reserve and temporary USN components of the Medical Service Corps are eligible to apply for appointment under the MSC category.

For full details consult Change One to BuPers Inst 1120.12J.

"I'm trying to hurry but it's hard to put salt through these tiny holes."

New Correspondence Courses Available for Distribution

The following six correspondence courses have been issued and are available through the Naval Correspondence Course Center, Scotia, N. Y. Of the six, three are revised courses while the others are new issues. The six are:

- ECC Postal Clerk 1 & C, NavPers 91460-1
- ECC Engineering Aid 1 & C, NavPers 91566-2; supersedes NavPers 91566-1.
- ECC Aviation Boatswain's Mate H 1 & C, NavPers 91638-1; supersedes NavPers 91673.
- OCC Quality/Reliability Assurance for Shipyard Application, NavPers 10426.
- OCC Weapons Officer, NavPers 10722-A; supersedes NavPers 10722-1.
- OCC/ECC Mathematics, Part III, NavPers 10430.

Here are four officer correspondence courses available to Medical Department personnel.

- Tropical Medicine in the Field, NavPers 10995-A.
- Bacteriology and Mycology, NavPers 10504.
- Biochemistry, NavPers 10503.
- Serology, NavPers 10502.

Meet Heckel, Jeckyl and Hyde—A Top Navy Trio of Hep CITs

FOR FURTHER information contact Heckel, Jeckyl and Hyde." This phrase appears nearly every day in the Patrol Squadron Twenty-One Plan of the Day. Heckel, Jeckyl and Hyde are the three leading members of the VP-21 Career Information Team, and their success story may provide pointers to other naval activities seeking to boost their reenlistment rates.

Since the trio took over the job in September of 1964, the reenlistment rate of Patrol Squadron Twenty-One, a unit of Fleet Air Wing Three, has jumped 45 per cent for first cruise reenlistments, and 12 per cent for career reenlistments. There's no big secret to the success of Heckel, Jeckyl, Hyde. Their method is a mixture of advertising and humor.

When Oscar Hellman, ATCA, (he earned the pseudonym Heckel), and John Aquilino, AMSCA, (he's Jeckyl) first took over the job of reenlistment, their enthusiastic approach may have seemed to some, more pressure than persuasion.

At first, when anyone saw the two chiefs approaching, they whispered, "Watch it, here come Heckel and Jeckyl. If they say anything, just give your name and service number." (The reference, of course, was to the two chattering magpies of cartoon fame.)

This derision could have discouraged the two chiefs, but it didn't. At least, they realized, their program was getting across. They had people talking, and this was essential to their job. Instead of taking this as criticism, they turned what could have been a liability into a definite asset. They began to inject humor into their notes in the Plan of the Day, and signed them all as Heckel and Jeckyl.

After Lieutenant Bob Rohr (Hyde), joined the team, the trio began to expand their program with a light touch and a heavy impact.

Hanging over LT Rohr's desk is a poster labeled, "For Career Information see Heckel, Jeckyl and Hyde." A cartoon shows three somewhat shady looking characters toasting one another and boasting "You can trust us." The light touch helps dispel apprehensions about reenlistment before the man being interviewed has a chance to think about them.

The statistics show that their methods are succeeding.

In addition to career information, Heckel, Jeckyl, and Hyde pass the word on a great deal of information which is concerned more with morale than with reenlistment. One note which saved many in the squadron embarrassment over the last holidays, for example, was the following:

"Each time you prepare for annual leave, you may arrange with your disbursing office to have your check mailed to you at your leave address. If you have your pay record with you while on leave or en route between stations, you can get paid by presenting your pay record, original orders and I.D. card to a Navy, Marine, Army or Air Force disbursing officer. For more information on your privileges contact Heckel, Jeckyl, and Hyde."

When a man reenlists there is always a note of congratulations from the CIT team in the Plan of the Day, plus the amount of the bonus the man has received. Seldom has a day gone by when Heckel, Jeckyl, and Hyde have not had a word in the Plan of the Day. The more you advertise, they say, the more people you reach; the more people you reach, the better your product sells. But the salesman has to have a smile on his face.

While Hyde was on leave (deployed to Florida), Heckel and Jeckyl extended almost half the squadron for the coming deployment overseas with this immortal prose:

"A long weekend in the Swiss Alps, watching a bullfight in Barcelona, a tour of the Basilica of St. Peter in Vatican City, a snapshot spree at the Parthenon in Athens, or eying the beauties on the warm beaches of Cannes. Those are some of the activities VP-21 sailors will be enjoying on liberty in the Mediterranean. See Heckel and Jeckyl for reservations. Hyde's still on vacation in sunny Florida."

As one man said, "Gee, I hope there's still enough room for me."

From Pole to Pole—Is This a Navy First?

Twelve years ago Donald F. Williams sewed the one stripe of an airman recruit on his jumper. He still has one stripe, but there is a difference. The stripe he has now is gold lace.

Between the stripes of recruit and ensign, Williams has had a lot of interesting adventures and seen more of the world than most—either in or out of the service.

About a year after Williams joined the Navy, he graduated from Photographer's Mate "A" School and was assigned to the Naval Photographic Center, Washington.

He took diver's training to become a specialist in underwater photography and has since had some pretty exotic assignments.

For instance, there was the time he photographed submarine operations in color at night underwater.

To gather data for research on a fighter plane canopy which would open readily underwater, he photographed a jet fighter as it sank.

He was a member of the Pacific Fleet Mobile Photographic Unit and he participated in under-ice exploration of the Arctic Ocean aboard USS *Sargo* (SSN 583). With his shipmates he crossed the North Pole. For participation in Sargo's Arctic Ocean cruise, he and the others on board were awarded the Navy Unit Commendation Ribbon.

In 1960 he photographed the Japanese midget sub found at Pearl Harbor, which was thought to be one participating in the attack.

When he went to the Antarctic in 1962, he became, according to his calculation, the "first military man to set foot at surface level on both the North and South Poles." (If any Navyman or anyone else in the armed forces can beat this claim, we'd like to hear about it.) When Williams achieved this distinction, he was photographing the 50th anniversary ceremonies commemorating the arrival of Robert Scott at the South Pole.

During over 12 years of naval service, Ensign Williams has seen a lot of the world—from pole to pole.

Should a prospective Navyman ever ask him if sailors really get to see the world, photographer Williams is well qualified to give him the complete picture.—Dassa B. Wentworth, JOSN, USN (W).

NMPS: A Reel Gone Outfit That Puts Stars Before Your Eyes

DURING the Middle Ages, the knights in every castle had wandering minstrels (if they were lucky) to entertain them with magic tricks and snappy songs and dances.

On U. S. Navy ships today, the entertainment usually comes from motion pictures, and they travel more than any minstrel ever dreamed of doing. There are hundreds of movie prints floating around all over the world this very minute and the Navy has to keep tabs on every one of them. This really isn't as difficult as it sounds, not when you have a computer and a system.

First of all, the Navy chooses about four of Hollywood's finest films every week of the year. These pictures are printed on 16-mm film, and 30 copies of each picture are leased (not purchased) for your pleasure.

From Hollywood, the prints are sent to the Navy Motion Picture Service, where they are made ready for distribution by assigning them a number and winding them on projection reels with a 1600-foot capacity.

A program book, prepared for each film, not only describes the film and its accompanying short subjects but also contains the machinery for keeping tabs on the film's location.

When the metal case containing the movie leaves the Motion Picture Service, it bears the number assigned to it and the program book (also numbered) which accompanies the film during the 36 months it is in circulation.

As mentioned before, the program book contains the machinery for keeping account of the film's whereabouts. This is in the form of 36 inventory cards—one for each month of the film's circulating life. The cards are for use in electrical accounting machines.

The first stop for each film after it leaves the Navy Motion Picture Service is at any one of the 26 different Navy Motion Picture Exchanges, which are located where they will be most accessible to the most people.

Although the film is gone from the Motion Picture Service, it is not forgotten. It leaves behind a master print electrical accounting card which carries the program and print numbers and the name of the exchange the print is mailed to. If the NMPS doesn't receive a receipt, steps are taken to find out why.

Prints are sent from the exchanges to ships operating in nearby areas and to the overseas bases served by the exchanges. Ships that carry a motion picture print out of the area in which the film is received simply turn it in at another Navy Motion Picture Exchange.

To prevent a shortage of prints in one part of the world and a surplus in others, the exchanges make adjustments by mailing their excess prints to those which have a shortage. Each print is, of course, acknowledged when it is received.

The entire stock of motion pictures is inventoried at the end of every month and inventory could hardly be simpler. Whoever has a print simply opens the record book which accompanies the film, detaches the card for the appropriate month, and mails it to the Navy Motion Picture Service—but not before someone stamps the card with the name and address of the unit using the print.

When the inventory cards come in, NMPS goes to its master files, and electrical accounting machines match up the inventory cards with the cards the movie service retained when mailing the films for the first time.

Sometimes, of course, accidents happen—prints are dropped overboard when being transferred from one ship to another or are destroyed in any of a dozen different ways. If this happens, the installation responsible for the loss reports it on a form.

Master cards matched by inventory cards are checked against the loss reports. If the film's disappearance still is unexplained, the master card is held for three months and checked against each inventory as it comes in.

If, after three months, an inventory card still hasn't met its match, the Navy Motion Picture Service takes steps to find out what happened to the uninventoried print. This isn't difficult.

The NMPS simply writes to the address appearing on the last print inventory card, asking to be informed of the film's whereabouts. The last customer should either have the film or proof that he passed it on to someone else—in which case, the next customer is queried until the missing film is either found or its unavoidable destruction is proved.

As you can see, it's a fairly simple process, and it manages to keep you and your shipmates all over the world supplied with ample film fare. Sometimes, however, the mere accounting for the films is not as difficult as obtaining them.

To begin with, movies are not only shown on all Navy ships (including MSTS) but on ships belonging to the Coast Guard and the Coast and Geodetic Survey as well. Navy, Marine Corps and Coast Guard shore activities overseas also receive movies.

Needless to say, the Navy with its voracious appetite has consumed much of Hollywood's production since the first shipboard movie was shown.

Once in awhile, a Navyman, after viewing a movie on the fantail, undoubtedly comes away feeling the picture he just saw would have been as entertaining had it been left in the can. He, of course, is entitled to his opinion. It may even be justified to a greater or lesser degree.

However, what's one man's meat is another man's poison, and you can't please all the people all of the time—to quote only a few cliches.

All movies that go out to the Fleet are screened for entertainment value and, if a man hits a lemon once in awhile, he still has a better chance of seeing a good movie than the average civilian movie-goer has.

In the meantime, back at the ranch at the Navy Motion Picture Service, electronic gadgets will con-

"Any good westerns on board lately?"

tinue to hum, cards will continue to be sorted and prints will continue to be mailed, ensuring Fleet sailors of their evening's entertainment—some of which is Academy Award material and some of which, occasionally, is not.

See you at the movies.

List of New Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Where Love Has Gone (2842) (C) (WS): Drama; Susan Hayward, Bette Davis

The Secret Invasion (2843) (C) (WS): Melodrama; Stewart Granger, Raf Vallone

"Yes Sir, I'd like a transfer. I've seen all the movies on the base twice."

That Man From Rio (2844) (C): Comedy; Jean-Paul Belmondo, Francoise Dorleac

Send Me No Flowers (2845) (C): Comedy; Rock Hudson, Doris Day

Three Little Girls In Blue (2846): June Haver, George Montgomery (Re-issue)

Bengal Brigade (2847): Rock Hudson, Arlene Dahl

The Carpetbaggers (2848) (C) (WS): Drama; George Peppard, Carroll Baker

Your Cheatin' Heart (2849) (WS): Musical Drama; George Hamilton, Susan Oliver

Murder Ahoy (2850): Comedy Melodrama; Margaret Rutherford, Lionel Jeffries

The Dream Maker (2851) (C): Musical; Tommy Steele, Michael Medwin

Tanganyika (2852): Van Heflin, Ruth Roman (Re-issue)

Sitting Pretty (2853): Robert Young, Maureen O'Hara (Re-issue)

The Visit (2854) (WS): Drama; Anthony Quinn, Ingrid Bergman

Seen Any Good Movies Lately?

MOTION PICTURE procurement policy has been, and continues to be, the subject of countless discussions ashore and afloat. Judging by the calls and questions received by the Navy Motion Picture Service (NMPS) over the past several months, comment in this area is widespread, since it has emanated from all ranks and rates of the military services.

One of the main questions asked is: Why can't we have better movies and a larger selection?

The significance of motion picture procurement is emphasized by the fact that movies are considered the most important single morale factor for personnel aboard ship and overseas.

The following information is presented to reply to these questions:

The policy of the Chief of Naval Personnel regarding Fleet motion picture procurement has always been to procure and distribute the latest and best available in motion pictures. This year, approximately $3 million has been budgeted to provide just such entertainment.

It should be noted that the 1965 procurement program is in approximately the same quantity as 1964. However, it is hoped that quality output continues to improve. This is a matter over which NMPS has no control, for the simple reason that NMPS does not make the movies.

Responsibility for the quality and subject matter of motion pictures rests with the film makers initially, but in the long run they are answerable to the public. The motion picture industry has a tremendous investment in its product output; if the film fare they put out is poor or obnoxious, then the public will respond by not going to their movies.

There is a trend in Hollywood production to so-called adult films. This is in response to adult-type competition from foreign movies (sometimes more sensational in theme). Whether this trend continues will depend on the reception by the public.

The Navy's guides in selecting films are primarily entertainment and conformity with General Order No. 21, which concerns leadership and morale. Whenever a movie is screened which, in the opinion of the screeners, conflicts with the principles in this General Order, it is submitted for screening and approval or disapproval by a screening committee at BuPers. Otherwise, the decision as to procurement and selection rests with the Navy Motion Picture Service in Brooklyn.

Even though the movie industry has cut back tremendously on its own output in the last few years, the NMPS has endeavored, without sacrificing quality, to procure four new programs each week, for a total of 208. Last year the goal was missed by seven, as only 201 were procured because there was a product lack.

Hollywood produced only 140 movies, so a wide field of entries had to be considered to maintain selectivity at a high rate. The fact that 307 movies were screened, compared to a Hollywood output of 140, is the answer to criticism that foreign and every other available source of entertainment films are not explored. Of the total of 307 screened, 201 were ordered and 106 rejected for a rejection rate of 34.5 per cent (proof that NMPS is selective).

NMPS's mission is to procure the latest in new entertainment films. It is doing well in fulfilling this mission since most pictures today are being delivered to the Navy audience in 16-mm, simultaneously with release. In some cases delivery and distribution are well in advance of commercial release. (As for such epics as *Ben Hur* and *Cleopatra*, there is a holdup, since these are special "roadshow releases".)

—Jerry Richardson, LT, USN

Lilith (2855): Drama; Warren Beatty, Jean Seberg

The Finest Hours (2856) (C): Documentary

Invitation To A Gunfighter (2857) (C): Drama; Yul Brynner, Janice Rule

Kitty (2858): Ray Milland, Paulette Goddard (Re-issue)

Beckèt (2859) (C) (WS): Drama; Richard Burton, Peter O'Toole

Guns At Batasi (2860) (WS): Drama; Richard Attenborough, Jack Hawkins

First Men In The Moon (2861) (C) (WS): Melodrama; Edward Judd, Martha Hyer.

The Time Travelers (2862) (C): Science Fiction; Preston Foster, Merry Anders

Bomb In The High Street (2863): Drama; Ronald Howard, Terry Palmer

Fate Is The Hunter (2864) (WS): Drama; Glenn Ford, Nancy Kwan.

Dear Heart (2865): Drama; Glenn Ford, Geraldine Page.

Disorderly Orderly (2866) (C): Comedy; Jerry Lewis, Susan Oliver.

The Gorgon (2867) (C): Suspense Drama; Peter Cushing, Christopher Lee.

Four Guns To The Border (2868): Drama; Rory Calhoun, Colleen Miller.

Two Are Guilty (2869): Drama; Anthony Perkins, Jean-Claude Brialy.

Godzilla vs The Thing (2870) (WS) (C): Fantasy; Akira Takarada, Yuriko Hoshi.

Strange Bedfellows (2871) (C): Comedy; Rock Hudson, Gina Lollobrigida.

Goldfinger (2872) (C): Melodrama; Sean Connery, Shirley Eaton.

Yankee Pasha (2873): Drama; Jeff Chandler, Rhonda Fleming.

Rio Conchos (2874) (WS) (C): Western; Richard Boone.

Joy House (2875) (C): Melodrama; Jane Fonda, Alain DeLon.

The Crooked Road (2876): Suspense Drama; Robert Ryan, Stewart Granger.

Mutiny In Outer Space (2877): Suspense Drama; William Leslie.

Welcome Stranger (2878): Comedy Drama; Bing Crosby.

Mediterranean Holiday (2879) (WS) (C): Travelogue; Burl Ives.

Cartouche (2880) (WS) (C): Melodrama; Jean-Paul Belmondo.

Bebo's Girl (2881): Drama; Claudia Cardinale, George Chakiris.

Night Train to Paris (2882): Melodrama; Leslie Nielson.

The Far Country (2883): Action Drama; James Stewart, Ruth Roman.

New Leadership Films

Three new leadership films, *Case of the Controversial Quota, Leadership and the Junior Officer,* and *Are You Really a Good Petty Officer?*, were distributed in March.

The case study deals with the problems of which man to send to school. The second film, which is in color, presents a discussion by the executive officer of a small ship with his junior officers on how they can add to the effectiveness of their ship by proper leadership.

Are You Really a Good Petty Officer? also is a color film which demonstrates how imperative it is to make the right decision, rather than the easy one, in carrying out one's responsibilities.

Per Diem Payments Are Out For Navymen Reporting Early For TemDu Assignments

From now on, you'd be wise to scrutinize any temporary duty orders you receive. Otherwise you might be out-of-pocket for expenses you thought would be covered by per diem allowance.

Unnecessary per diem payments have been made to Navymen who report to temporary duty stations before their duty is scheduled to begin, but this will cease. Orders will henceforth be written and endorsed differently, and you will not receive per diem for unauthorized early arrival.

Department of Defense policy on this matter states that per diem payments should not commence earlier than the date specified in your orders, unless: (1) an earlier reporting date is necessary because of variations in transportation schedules; (2) the duty may be performed at any time, as compared with a fixed period (such as duty under instruction, when class dates are fixed); or (3) an appropriate command determines that early reporting is in the best interest of the Government, or has been caused by conditions beyond your control (such as ship departure or arrival).

To insure consistency in applying this policy, the Navy has published more detailed procedures for writing orders and authorizing per diem payments.

This aplies to all of the following types of temporary duty:

- TEMDU (temporary duty)
- TEMDUINS (temporary duty under instruction)
- TEMDIFOT (temporary duty in a flying status involving operational or training flights)
- TEMDIFOTINS (temporary duty under instruction in a flying status involving operational or training flights)
- TEMADD (temporary additional duty)
- TEMADDINS (temporary additional duty under instruction)

Commands issuing orders for temporary duty that must be accomplished during a specified period, such as a course of instruction with a class convening on a certain date, must determine and fix a required date for reporting. This will normally be one working day before classes begin.

In other cases, such as when the distance to a temporary duty station is too great to allow for a specific date to be set, when there is leave involved during transfer, or the temporary duty is in connection with PCS orders, other considerations are made.

First, the orders will show a "report not earlier than" date as well as the usual "not later than" date.

In addition, the orders will state that per diem will not commence earlier than the authorized date on the orders.

When your orders are reviewed for endorsement at the temporary duty station, you will be advised if you've reported too early. If you're on leave, you will be authorized to remain in a leave status until the proper reporting date.

Or you may report in, but with the understanding that per diem is not authorized for the period prior to the date shown on your orders, and an appropriate endorsement to that effect will be made on your orders.

The only exception to this will be when an appropriate command detaches you earlier than expected for reasons in the best interest of the Government, and an endorsement to that effect is made on your orders.

BuPers Inst. 1320.9 contains detailed information on this subject.

Some of These Pointers May Help to Keep You Out of the Red

If you're walking down a dark street some night and a thug jumps out of the shadows, points a gun at you, and demands your money, you can't blame yourself for giving in to superior force.

But what about the man who, in broad daylight and without any threat, allows himself to be separated from his pay? All too often ignorance makes this possible.

The following report offers excellent advice on the pitfalls of making purchases in strange places, and in cities that are new to you. It was written by L. M. Butt, a Civil Service employee, working for the Navy. ALL HANDS *feels it will be helpful to Navymen stationed anywhere, at home or abroad.*

THOUSANDS of men and women in every walk of life, including the armed forces, are victims of "white collar bandits" every day of the year. Each year, millions of dollars are extracted from the pockets of gullible eitizens. This report is not primarily concerned with the many who fall for "get-rich-quick" schemes, such as phony uranium mines and underwater real estate.

It *is* concerned with the questionable sales practices affecting members of the Navy family.

Navy people are no easier to fool than any other group of citizens. However, they may be vulnerable for a number of reasons. They are often strangers to the community, and, therefore, unaware of the particular technique. The occasional dishonest person in the vast field of selling knows that the Navy takes a dim view of service personnel who pile up debts. Onee a high-pressure seller has a man's signature on a contract, he can apply pressure by threatening to write the man's commanding officer. The CO may feel, with justice, that a man who allowed himself to get into such a predicament would not deserve a promotion. In extreme eases, repeated instances of such indebtedness might cost a man his entire career in the service.

As stated before, the separation of a man from his money in clip joints is not under consideration here. Our interest is in the sailor who falls victim when he goes out to make a purchase. The vast number of businesses are, of course, honest, and they are just as interested in protecting the customer as the customer is in protecting himself.

WHAT THEN is the criterion to look for in determining where to buy? The size of the store is not a criterion—some of the best buys are in the smallest stores; some of the biggest profits are sometimes made by the big "quality" stores. The location of a store is not a real criterion either. *The only real criterion is the store's reputation.* Below you will find ways of determining the reputation of a business.

The Wrong Solution

A serviceman was called in one day by his CO, because a business firm had written to say the man was delinquent in his payments on a purchase bought on a time basis. Because the serviceman felt he had been taken in (and he had), he foolishly stopped payments without regard to his legal commitments. He had contracted to pay $82.00 for a product which was identical to one he saw somewhere else for $44.98. But he had signed a contract, and now was in deeper trouble because he had stopped payments. Moral: he should have shopped around in reputable stores rather than to have yielded to that first impulse to buy.

In another case, a Navyman left an item to be repaired and then mailed to his new address. After some weeks he wrote, but did not receive an answer. He finally called at the shop and was told it had already been mailed to him, insured. The serviceman called at his post office and learned that the package had finally arrived, and that there was a C.O.D. charge of $25.43 for repairs on an article which he had purchased new for $25.00. He also discovered that the package had not been insured, as stated. His first mistake was in not dealing with a reputable outfit. His second mistake was in failing to get an estimate on the cost of repairs.

"Now I'll go over it once more, Melvington . . . In the Navy, when the Captain says 'Weigh the anchor' . . ."

The "Puller-In"

In some places it is dangerous to look in a store window. Some merchants use so-called "pullers-in" who dash out into the street and drag a man in, often to be trapped into a phony deal. In one West Coast city, a proposed "anti-hawker" ordinance which would have prohibited soliciting customers from business doorways was proposed, but it just missed receiving the required votes. The puller-in isn't himself illegal, although what he does may cause the armed forces to place his establishment off-limits or out-of-bounds.

Points of Caution

- Don't allow yourself to be lured in off the street to buy anything. A legitimate merchant doesn't have to use such tactics to get customers.
- Make a point of finding out if the store is off-limits or out-of-bounds. The Better Business Bureau, local banks, and friends should be able to give information on the reliability of a merchant. The armed forces police, shore patrol, or the legal assistance officer also can help.
- Look for a price ticket on each article shown to you. In some cases, the price printed on the package is higher than the selling price. This is particularly true in so-called "discount" houses.
- Before buying, whether the purchase is furniture or appliances, or watches or jewelry, familiarize yourself with the well-known brand names. Do your window-shopping in the reputable business districts to see the range of styles as well as prices.
- Make a point of distinguishing between recent and older styles. This

is important. Furniture styles change. Appliances improve from year to year. Even watches age. In addition, some old products have parts no longer manufactured, so that if a part had to be replaced, the product would be useless.

Burden of Proof is on Buyer

In many towns Better Business Bureaus regulate the practices of commercial firms. It is important, however, to keep in mind that the old precept: "Caveat Emptor—Let the Buyer Beware"—is still the rule. You have to learn how to avoid being cheated.

Here is the kind of experience which teaches buyers to be more careful. In one city with a large Navy population, a firm which sold sides of beef and other meat "encouraged" people to buy expensive freezers by promising they would be able to pay the installments on the freezers with the money they saved on the meat. It later developed that the meat cost as much in large quantities as it did in smaller packages, and that there was no saving at all which could be applied to paying off the freezer.

A furniture store offers a 10-piece living room suite for $100—everything you need—sofa, lamps, chairs, tables, rugs, mirror. The sofa is a "sectional," coming in three fitted parts. After inspecting the furniture carefully, the prospective purchaser decides this is a good deal; a down payment is made and the set delivered. But the price isn't $100 after all. It is $200—the $100 price doesn't include the middle section of the sofa. That piece costs another $100! The customer signed a contract for the set without carefully reading what he was required to pay, and, unless he can prove misrepresentation amounting to fraud, he has to pay the $200.

Read All or Sign Nothing—The records of legal assistance officers are full of complaints of servicemen who signed contracts without knowing just what commitments they were undertaking.

When a man signs a contract which will wring him dry financially, there is little the Navy legal assistance officer can do. The purchaser can ask the other party to the contract for relief from extortionate rates of interest or other exorbitant demands of the contract, but every legal right is with the other party. The buyer signed the paper. The assumption is that if he signed it, he must have known what it was about.

Understand What the Contract Says—A serviceman buys a car for so much down and so much a month as stated in the sales contract, of which he has a copy. The total price is $2000, of which our man pays $1000; then he finds he can no longer continue payments. He's not very worried, because he figures the value of the car is much greater than the amount still owing on it.

The agency repossesses the car. If this Navyman thinks that's the end of the matter, he's sadly mistaken. He hadn't read the fine print on the contract. Even had he done so, he might not have been able to understand the legal jargon in which it was worded. It says that if payment isn't kept up, then the company will put the car up for resale. If the price they receive is not equal to the balance due, the sailor will have to pay the difference.

This is exactly what happened. The agency arranged to have the car sold to a "wholesaler" for an above-the-counter price of $500, well below its actual value.

The sailor was dunned for the difference. When he chose to ignore their demands, they turned the matter over to a collection agency which began to snow him with demanding letters.

Because he continued to ignore their requests, they wrote to his CO. Not receiving any satisfaction as a result of these letters, the collection agency sued the serviceman for the balance due and, because the contract so provided, obtained a judgment for the amount plus costs and attorney fees.

"Cranch has some kind of a notion that the Chief is always jumping on him."

ANOTHER CASE shows the importance not only of reading everything in the contract, but also understanding everything you read. A serviceman bought a car for 20 payments of $50 each. After almost two years, he sent in his last payment, happy in the thought that at last the car was his own.

Unfortunately, he was wrong. The sales firm sent him a bill for an additional $300, the interest charges he forgot to include. The serviceman talked it over with his legal assistance officer, who showed him just where in the contract the interest charge was listed, a brief statement in an elaborate description of the method of payment. There it was in black and white. The buyer had read it but, since it was not spelled out in figures, ignored it—to his eventual regret.

If you're getting ready to sign a contract:

- Make sure the contract lists the total price, less interest, of the item you buy, whether it be a ring, a car, or some other item. Make sure the rate of interest, as well as the total interest charges, are listed separately. The exact number of payments you must make and the exact amount of each should be clearly stated.
- Everything that should be included in the purchase should be specifically listed in the contract or in an itemized account attached to the contract.
- The contract should also contain all the obligations as well as promises undertaken by *both* parties to the contract. This applies whether you are the buyer or the seller. "He said it was guaranteed for a year," or "He swore it was the genuine imported article, which couldn't be duplicated for twice the price," or "He promised to buy it back if it didn't work" all mean nothing, *unless they are in writing, in the contract.*

Door-to-Door Deception—Navajo blankets made in Brooklyn, New York, and Harris tweeds which are really shaggy rayon are only two examples of door-to-door fraud. Canvassing may be a legitimate business—there are many respectable businesses which operate this way—but the rackets are numerous. One woman did well, collecting for a charity which did not exist. One young man sold magazine subscriptions by tell-

ing people he was the representative of a famous boy's school trying to pay his way. It was all a fabrication, and subscribers never received any magazines.

Military families have been defrauded by a canvassing racket which is widespread. The salesman offers an attractive piece of furniture, a baby's high chair or a fancy hassock. He doesn't ask you to buy it. He only asks you to try it out. He'll be back and pick it up next week.

All you have to do, he says, is sign a receipt for the article, which you do.

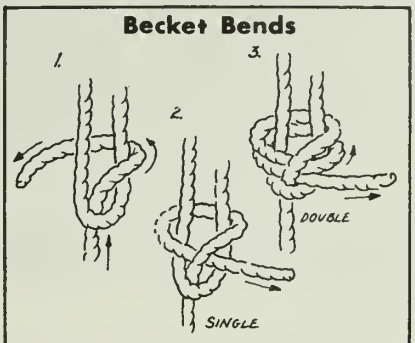
Several weeks pass; he doesn't appear. You don't want the item, so you write, asking the sales office to send a man to take it away. Not only does no one appear, but *you* get a bill, and a steep one at that, together with a statement that the "receipt" you signed was, in fact, a bill of sale!

Moral: Don't sign anything for unknown door-to-door salesmen, even a receipt or an order for later delivery, unless you have actual third party witnesses (adults) to the representations of the seller and you carefully read what you sign. Don't give deposits or make any commitments, unless the salesman represents a firm you know and shows credentials which satisfy you that he is employed by that firm.

Mail Order Racketeering—The mail order business is a large and respectable one. Unfortunately, here too you will find a number of lucrative rackets. Swiss watches that cost $19.95 and are really worth $5.00 are a typical example of this kind of fraud. The lure is the word "Swiss." Some people think that every Swiss watch is a quality product. Unfortunately, this is not so. While the country is justly famous for the quality of its finer timepieces, Swiss jewelers also turn out low-priced ones, since there is a world market for cheap watches. Extreme care should be exercised in the purchase of any mail order jewelry.

"Sucker" List—Crooked firms utilizing the mail order method work from lists of "suckers." They pay large sums for such rosters of future victims. One way they get them is to offer a member in the service a free 10-dollar gift if he sends in the names of 25 shipmates. The sailor who complies may find himself in serious trouble. The sailor who

Grains of Salt —



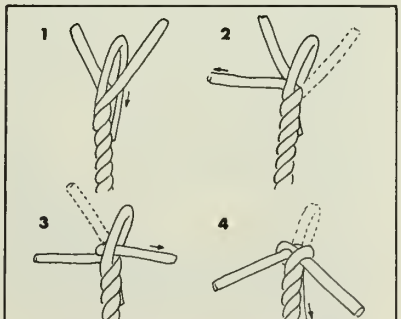
Single and Double

makes it possible for his shipmates to be cheated out of their money, who sells their names to someone who will mulct them, is betraying his friends.

Contract Obligations—Some service personnel are under the illusion that their membership in the armed forces exempts them from the obligation of contracts. They are wrong. The Soldiers' and Sailors' Civil Relief Act provides some protection and relief on contracts entered into by inductees before induction. The protection afforded is usually deferred payment or reduction of interest charges, rather than getting a man out of paying what he contracts for. Members of the Regular Navy and all who make purchases *after* entering the service are just as obligated to meet payments as are other citizens. There are many misconceptions about the sailors' rights under this statute.

A man is safe in relying on the Act only after proper advice is given him by the legal assistance officer or his lawyer.

HERE ARE SOME BASIC suggestions for the buyer:



Steps in making a crown.

- Be a comparison shopper. Check prices in different stores. It's worth the effort.
- Remember that if you make purchases in established stores, recommended to you, and in stores which stand behind their products, you practically eliminate the risk of a bad buy.
- Don't buy luxury items in gaudy stores in disreputable shopping areas.
- Don't buy where prices are not marked on goods.
- Be wary of buying in stores that have close-out sales all the time.
- Unless you know the commodity well, it's safest to buy known brands for assurance as to quality and value.
- Test everything that can be tested before buying.
- Get guarantees in writing. (Find out, before buying, if you have the right to a refund if the merchandise is faulty).
- Resist, as much as possible, buying in haste or buying on impulse.
- Don't fall too quickly for the appeal of a bargain. Remember, no merchant is able to give his goods away.
- If you have been the victim of deceptive advertising, register a complaint with the newspaper, magazine, radio or TV station that carried the ad.
- If a merchant refuses to redress a wrong, report the situation to the proper military authority.

Some naval districts have Armed Forces Disciplinary Control Boards which protect members of the service from influences and activities that would adversely affect their health, welfare and morals. In addition to military members, the boards may consist of representatives of federal, state and county law enforcement agencies; trade groups; and Better Business Bureaus. Control boards have placed firms off-limits for defrauding service personnel and will continue to do so when considered necessary.

Off-limits signs may not be on display. It is, therefore, doubly important that a man check the off-limits list available in his unit before going on liberty. The owner of such a place may or may not inform the potential customer that he should not buy there.

—L. M. Butt

Here's a Rundown on What Guam Has to Offer the Navy Family

IF YOU HAVE orders to Guam, consider yourself lucky. In spite of the slogans that create instant suspicion by proclaiming "Guam is good," the island really has a lot to offer the Navy family that likes a foreign atmosphere—but not too foreign—or that wants duty outside the United States but not too far out.

These advantages are possible because of Guam's unusual history and its geographic location.

For a Pacific island, Guam has been exposed to the influences of Europe and the United States for a long time—since 1668, to be exact, when the Spanish began an occupation which was to last for two centuries.

The island was occupied by the United States during the Spanish-American War and was governed by the U. S. Navy from 1899 until the beginning of the Japanese occupation in December 1941. Guam was one of the very few U. S. territories to be occupied by the enemy during World War II.

When the United States regained control of Guam in 1944, the island was placed under a military government. When civil government was restored, it was first administered by the Navy and is now under jurisdiction of the Department of the Interior. In 1950 Guam became an unincorporated territory of the United States.

English is the official language of the island and is a required subject in the schools. Many Guamanians, however, still speak the Chamorran language and school is often the first exposure that Guamanian children have to English. Incidentally, there are quite a few Guamanians. The island is the largest and most populous in the entire Marianas group.

Guam has an area of about 220 square miles. It is 1350 miles south of Tokyo, 1500 miles east of Manila and about 5000 miles southwest of San Francisco.

The southern end of Guam is rolling and has what might be called small mountains with a few streams. The northern half is a flat coral plateau. The lower altitudes on the island are covered by tropical plants—coconut palms, banana plants, breadfruit and ironwood trees. Grasses, shrubs and vines grow in lush profusion in the area.

As the elevation of the land increases, the tropical vegetation blends into flowering bushes, tangantangan, small pines and sword grass.

Guam's climate is warm and humid all year long. The island averages 87 inches of rainfall each year, most of which falls between July and December in several daily showers lasting from five minutes to five hours. It also rains during the dry season, but less frequently.

The ocean near Guam spawns typhoons but most of them move away from the island and could be classed as little more than tropical disturbances with heavier than normal winds and rains. Whether the weather is classed as a disturbance or as a full-fledged typhoon (of which there have been only four in the past 15 years) there is ample warning of what to expect and prepare for.

In spite of the inconvenience caused by an occasional typhoon—and an inconvenience is usually all they amount to—Navy people like Guam. The extent of their liking it can be measured by that infallible barometer—requests for extensions. The balmy climate and the outdoor way of life on the island persuade hundreds of people each year to ask for a chance to spend another year there.

There are several things you should do as soon as you receive orders to Guam. The first is to start getting your shots and arranging for your dependents to get theirs. In addition to their shots, your dependents must have a physical examination within 30 days before traveling from the States.

You will be required to show your immunization record when you report for overseas processing at which time all women dependents and children under the age of six receive a recheck physical examination as a part of their medical clearance.

Housing—To prevent any dependents from arriving in Guam without a place to live, an entry authorization is required and can be granted by Commander Naval Forces Marianas. If housing is available on Guam, permission to enter and concurrent travel are almost guaranteed. The available housing must be Navy housing, however. No entry permits are granted on the strength of a private rental arranged in advance through an agent.

When you request concurrent travel, include the age and sex of your children, your new duty station and the time you expect to arrive at the Port of Embarkation.

All officers are eligible for Navy public quarters, as are enlisted men in pay grades E-5 through E-9. Men in pay grade E-4 are also eligible provided they have four or more years of service for pay purposes and are assigned to Guam for a normal two-year tour.

Household Equipment—When you start wondering what to bring to Guam by way of household equipment, keep in mind that Navy permanent quarters are well furnished and equipped with an electric stove, deep freeze, refrigerator, beds, mattresses, chests and desks.

Old Guam hands say an extra refrigerator comes in handy on the island and suggest you bring yours along if you have one.

Before bringing anything else, however, you would do well to remember that Guam's climate is warm and humid and therefore not kind to overstuffed and veneered furniture and definitely unhealthy for carpeting.

The houses on the island have ample hotlocker space (closets with heating units installed) in which you can store books, shoes and clothing which are prone to mildew as well as silverware and appliances which might rust in the salt air.

What to Wear

Here is a nutshell summary of the uniform articles you will need during your duty on Guam. Both officers and enlisted personnel are permitted to wear civilian clothing as prescribed in the general provisions of section four, Uniform Regulations.

UNIFORMS FOR LIBERTY

Officers and chief petty officers:

Tropical khaki or tropical khaki long; helmet is optional.

Tropical white or tropical white long; helmet is optional. (For Medical and Dental Corps officers only.)

Women officers:

Indoor duty white (nurses only).

Working grey.

Enlisted men, other than chief petty officers:

Undress white, A, with neckerchief.

Needless to say, however, hauling frequently used appliances in and out of the hotlocker is something of a nuisance so bring along an air-conditioning unit if you have it and regulate the humidity within your house.

Air-conditioner installation is usually made by the Navy's Public Works Center. If there are no 220V outlets in your housing unit, you are entitled to two such outlets at government expense. If you want others, the cost comes out of your pocketbook.

Your wife will be at a loss without a washing machine so, if you want clean sox, bring a washer with you. Because of Guam's annual rainfall, most people consider a clothes dryer a necessity, too. Be sure to bring an electric dryer because there is no gas on the island.

You won't need to bring curtains for your house on Guam because the windows are screened and louvered. Curtains can be hung, however, if you want to use them. You might like to bring a favorite lamp or two to give the house a familiar touch and, of course, you will need the same dishes, glasses, silverware, ashtrays, candy dishes, bed linens, tablecloths and towels that you now require.

With the possible exception of bookcases, of which there is a shortage, you will find almost everything you need available. If you are superparticular about the type of mattress you sleep on, however, bring your own; if you want the asphalt tiles on your floor to be polished to mirror brightness, bring along your own polisher.

Gardening is possible on Guam although not easy. If you plan to raise vegetables in your back yard, you would do well to bring along some of your gardening equipment. A garden hose is handy even if you raise nothing but grass.

The new quarters at the Naval Air Station, the Naval Communications Station and Sumay have patios which make patio furniture and barbecue equipment a pleasure to use.

Clothing—Since casual dress is the order of the day on Guam, clothing isn't much of a problem—just bring what you would expect to wear in the States on a humid summer day—but keep the humidity in mind and emphasize washable material.

Your wife will find that dress-up affairs, although not frequent, do happen and she might wish to bring a couple of cocktail dresses and a long formal. Nylon is usually too hot, otherwise she can choose almost any material.

You can buy underclothing on Guam but if you have a favorite kind, you would do well to find out if you can buy it in the Exchange. If not, bring a supply.

The same applies to shoes, which lead a hard life on the island, having to withstand the sharp edged coral and the ravages of the rainy season. For women, flats and high heels are easily obtained but medium heels are sometimes hard to come by. Your wife and daughters will wear sandals or open-toed shoes most of the time.

Clothes for the kids are no problem unless they require special shoes.

HOW DID IT START

Ejection Seats

While ejectian seats are a relatively new inventian, parachuting is nat. In Italy back in 1495, Leonardo da Vinci (of caursel) designed what may have been the first parachute—a pyramid af clath.

About 350 years later, after several changes and impravements had been made, Andre Jacques Garnerin af France became the first parachutist. During the late 1790s, Garnerin jumped fram hat air ballaans fram heights of 2000 ta 8000 feet.

In 1808, a Palish ballaanist named Kuparenta jumped fram a burning ballaan over Warsaw, and is believed ta have been the first persan ever to save his life by using a parachute under emergency canditions.

In the early years af aviatian, the law aircraft speeds allowed the pilat ta crawl along the wing to jump clear af the aircraft. But in taday's high speed planes, the pilat does nat have time ta free himself fram the cackpit. Now he must be quickly ejected in arder far him to clear the tail surface.

Once he is clear of the aircraft, the pilat free falls until he passes below a certain altitude, and then the parachute opens autamatically. This delayed opening is necessary above 10,000 feet because of low temperatures, insufficient oxygen, and the tremendaus apening shock the pilat wauld suffer at a higher altitude.

At law altitudes, the ejection seat separates immediately and the parachute apens.

A Swedish campany in 1942 was the first to experiment with the explasive type seat.

During Warld War II, the Germans made 60 ejectians. In 1944 the German High Cammand ardered all fighter aircraft to have ejectian seats.

The English began experimenting with ejectian seats in 1944. They researched several escape systems, fallawing the same pragram which the Germans had begun. The first live English ejectian was made in July 1946 fram an altitude of 8000 feet and an air speed af 320 miles per haur. A secand ejectian was made in 1947 fram 12,000 feet at aver 400 miles per haur.

In 1940, the United States had begun analytical tests. But it wasn't until 1945 that the Air Farce and Navy decided ta imprave their aircraft escape systems. The twa services formed a research team which develaped a U. S. system that combined the Swedish, German and English data.

On 17 Aug 1946, Air Farce First Sergeant Lawrence Lambert made the first U. S. ejectian. In October af the same year, Lieutenant Furtek made the Navy's first ejectian.

During the next nine years, the U. S. made several improvements in escape systems. They developed the autamatic lap belt which separates the seat fram the man, and an autamatic parachute apener. They alsa improved the seat's cushioning and prapulsion which reduced the initial shock an the pilot.

A further improvement was necessary when, in 1955, a test pilat made a low level supersanic bail-aut. While he was flying his F-100A at 35,000 feet, the pilot discavered his contrals had locked. When he ejected at 6500 feet, the plane was in an 80-degree nase dive with a speed af nearly 800 miles per haur. The pilot survived this ejection, but it taak six manths of careful medical attention for him to recaver. It became apparent that an ejection system was needed which would operate safely even under these circumstances.

Ejectian seats now permit low altitude ejectians at almost any speed. In most aircraft, the ejection system even allaws the pilat to escape from the plane while it is still an the ground, but enough farward speed must be attained so the parachute can open befare the pilat strikes the ground.

—ENS T. A. Willandt, USN.

If your wife sews, tell her she should pack a supply of colored thread and zippers with her machine.

When you get to the point at which you are ready to pack, your supply officer and the household effects section of your naval district's Naval Supply Depot will help you in your planning.

Baggage and HHE—If you travel by ship, your personal luggage and hold baggage will travel with you. Your personal luggage should include some warm clothing. You will need it for the first few days out of San Francisco as well as for your few pre-sailing days there. The remainder of your trip will be spent in light, washable casual clothes.

If you want to travel light and are going by ship, you can use the laundry and ironing facilities on the MSTS vessel that carries you to Guam. The usual arrangement is to anticipate your laundry needs; sign up in advance for the use of a machine and be there when your turn comes.

MSTS travelers can claim their hold baggage as soon as they arrive on Guam. It should contain items which you feel you will need to operate your home on Guam for the first month or two.

Air travelers to Guam are fortunate in that they, too, can have hold baggage. It won't accompany them but it will be sent on the first available vessel leaving San Francisco.

To get your household effects shipped to Guam, there is a little paperwork you will have to do. In effect, you will probably have to make two shipments—one to Guam and the other to storage. For these shipments, you will have to fill out an application for Transportation of Household Goods (Form 116).

You will also need certified copies of your orders and certified copies of authority for your dependent's entry to Guam.

Your supply officer is the man to see for help in this field. He can probably give you a more accurate estimate as to the length of time your household goods (and automobile) will be en route but the usual is six to eight weeks after you arrive.

To keep your household afloat after its immediate arrival on Guam, the Navy Wives Club will supply you with a hospitality kit containing linens, tableware, and pots and pans. A small fee is asked for this service to keep the kits in good order.

Automobile—As mentioned earlier, you can expect your car to arrive from six to eight weeks after you do and a car on Guam is a mighty handy item to have. You might even consider it indispensable since there is no public transportation.

Everyone from the highest ranking officer down to enlisted grade E-4 (with four years of service) is authorized shipment of a car at government expense if he has permanent change of station orders. Others can ship their cars if they have the approval of Commander Naval Forces Marianas. This approval is necessary before delivering your car to the Naval Supply Center at Oakland.

As soon as you receive your orders complete DD Form 828 (Motor Vehicle Shipment Application) and send it to the Naval Supply Center at Oakland.

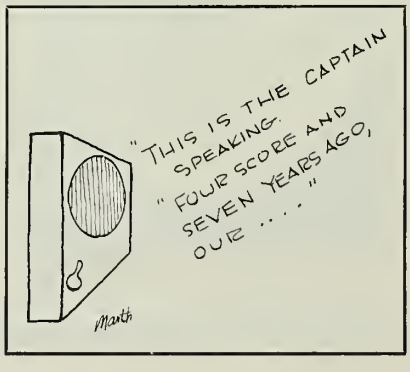
You will find, after your car arrives, that Guam's climate isn't kind to it so don't rush out and buy a new one to take with you.

On the other hand, don't bring a bucket of bolts because repair facilities on Guam aren't up to stateside standards and you'll be in for trouble if your car isn't in top mechanical condition when it arrives.

Your car should have a good paint job to protect it from rust. Heavy duty mufflers (ceramic or glass are ideal) and tailpipes in good condition are elemental.

Travel—Whether you travel to Guam via MSTS or MATS, it is a safe bet that you will spend about two days in San Francisco. Unless you are exceptionally lucky, there will be no government transient quarters available so bring enough money to float yourself and your family in the Bay City's expensive commercial accommodations.

All-Navy Cartoon Contest
Albert C. Marth, SN, USN



While you are awaiting transportation, you will be kept busy with processing by the District Passenger Officer and you will have to deliver your hold baggage to Fort Mason for shipment.

Air passengers use Travis Air Force Base as a jumping off point. The time from Travis to Guam is from 12 to 30 hours depending on the type of aircraft you take. There is usually a stop in Hawaii and perhaps another brief stop at Wake Island for fuel.

If your dependents are traveling alone, relax. Your wife will undoubtedly tell you upon her arrival that the other passengers and the crew were helpful with the children.

The amount of baggage each passenger can take on the plane is limited to 66 pounds per person and won't be available until arrival at Guam. You are permitted to carry a small bag on the plane but it must be of a size that will fit under your seat. This bag, of course, should contain a change of clothing, toilet articles, a washcloth and other personal items.

MSTS passengers can obtain detailed instructions concerning their trip from the District Passenger Officer. Each member of the family is authorized two standard-sized suitcases to be stowed in his cabin.

Enlisted personnel must be in uniform. Officers must be in uniform during the evening meal and when embarking and debarking.

The ship's facilities, you will find include medical care, recreation facilities and a laundry. There is a ship's store which sells that all-important item for many—disposable diapers.

Facilities—When you arrive in Guam, you will find it has all the comforts of home. The Navy Exchange, for example, in addition to functioning as a retail department store, includes a beauty shop, tailor and barber shops. The commissary store is complete with fresh frozen foods and vegetables.

If you or your dependents require hospitalization while you are on Guam, you can be assured you will receive the best of care at the Naval Hospital. The hospital is large, completely equipped and staffed with competent medical personnel. Dependents' care includes pediatrics and your dependents' medical records should be brought to Guam.

Dental services on Guam are furnished to dependents but on the

proviso that their care will not interfere with dental treatment for the Fleet and other active duty personnel.

You would be wise to take care of any dental deficiencies in your dependents before they leave for Guam. There are no orthodontic treatment facilities on the island, and there is usually a six-month waiting period between the time dependents are examined and the time they are treated.

If you need legal assistance, there are qualified officer lawyers designated as Legal Assistance Officers at the Naval Station and at the COMNAVMAR Staff Legal Office on Nimitz Hill. All other commands have legal advisors but they are not lawyers.

You can obtain assistance on such matters as wills, contracts, domestic relations, taxation (including income tax), estates, insurance torts, real estate (including leases), personal property and other matters.

The laws of Guam permit Legal Assistance Officers to administer oaths, affirmations and affidavits, acknowledgements of deeds, powers of attorney and similar legal services for persons who are on duty with the armed forces.

Recreation—Guam probably falls in the better-than-average class with respect to recreational facilities. The Armed Forces Golf Course is a well-tended, modern, 18-hole course and is open to U. S. military and civil service personnel on the island and their dependents. There is also a nine-hole pitch-and-putt course and driving range.

There are several beaches which are available for swimming, picnics and other recreational activities. Shell collecting, spear fishing and skin diving are very popular sports on Guam.

Hunters will have to be content with shooting at clay pigeons and targets at the skeet, rifle and pistol ranges because there is no game hunting on Guam.

Other sports on Guam run the gamut—tennis, bowling, archery, fishing, hiking, handball, badminton, baseball, softball, basketball, even football—you name it, they probably have it.

For those who like their recreation to be a little more sedentary, there are hobby shops, libraries, bridge clubs, little theater groups and camera clubs around the island.

Outdoor movies are a nightly feature and there are civic activities and social organizations for adults and young people—Elks, Masons, Shriners, Boy Scouts, Girl Scouts, Lions Club, VFW, American Legion, Guam Fine Arts Society and many others.

Officers' and CPOs' mess (open), enlisted men's clubs and a few island "nite spots" offer good food and entertainment.

Education—Education is compulsory for all between the ages of six and 16 and there are elementary, junior high and high schools available to the children of Guam. There are also parochial schools which cover all grades from first through high school.

If your children enter school on Guam, bring their birth certificates. If they transfer, bring certification from the last school they attended.

Bus transportation is provided for grammar and high school students on an almost door-to-door basis.

Several kindergartens are operated for pre-school children.

College students, if they begin their college careers on the island, can turn to the College of Guam which offers college credits in liberal arts, music and agricultural curricula. These credits are acceptable in state-side colleges and universities.

The University of Maryland Extension Program is also available for active duty personnel and their dependents. Andersen Air Force Base is the home of Maryland University on Guam, although a few courses are offered at the Naval Station.

Churches—Guamanians are predominantly Roman Catholic although there are also Baptists, Seventh Day Adventists, Latter Day Saints and Christian Scientists on the island with regularly established worship services.

The Naval and Air Force chapels provide Protestant, Roman Catholic and Jewish religious services, Sunday school and Bible classes. Other religious activities are also conducted regularly.

Navy personnel on Guam are encouraged to take annual leave and there are space available MATS flights to Japan or the Philippines. You can also arrange for commercial transportation (at your own expense, of course) to other countries in the Far East where travel is authorized. This affords the serviceman and his family an excellent opportunity for vacationing while on Guam.

You will probably be favorably impressed with the Marianas from the time you arrive. As times passes, you most likely will come to the conclusion that, in pulling duty on Guam, you didn't do half bad.

Foreign Language Test To Determine Your Skill

The Navy is adopting Army standard tests to measure an individual's aptitude for, and proficiency in, a foreign language.

Previously the Navy accepted an individual's personal estimation of how well he could communicate in or comprehend other tongues. Now, using these tests, everyone's level of foreign language proficiency will be graded in the same manner. This information is recorded on your rotation data card, as some assignments require foreign language proficiency.

Hereafter, the Army Language Proficiency Test may be administered under any of the following conditions:

- When you complete a language course.
- When you complete a duty assignment requiring the use of a foreign language.
- When records indicate that you have a language ability.
- When you claim an ability to speak or read a foreign language.
- At two year intervals.
- When directed by the Chief of Naval Personnel.

The Army Language Proficiency Test should not be confused with the foreign language aptitude tests which are administered to everyone before assignment to a course through the Defense Language Institute.

Both types of tests are available from the Naval Examining Center.

Army language proficiency tests are available for the following languages:

Albanian	Hebrew, Madern	Ramanian
Arabic, Iraqi	Hungarian	Russian
Bulgarian	Icelandic	Serba-Croatian
Chinese, Cantanese	Indanesian	Slavenian
Chinese, Mandarin	Italian	Spanish
Czech	Japanese	Swedish
Danish	Karean	Thai
Dutch	Lithuanian	Turkish
Finnish	Narwegian	Ukranian
French	Persian	Vietnamese
German	Polish	Yiddish
Greek, Madern	Portuguese	

Further details on this subject are contained in BuPers Inst. 1550.42.

SPECIAL SUPPLEMENT

Music Makers, USN

BACK IN the early days of the Navy, how did recruiters advertise the sea service, and call attention to the opportunities of shipping out on the latest man-o'-war to points east or west? No radio or TV, and newspapers were few and far between.

There was, however, one method by which the attention of the wide-eyed farm youth and his city cousin, seeking adventure and riches, could be attracted. This was a band.

When the tides of time or the fortunes of war thinned out a crew, ship's bandsmen became recruiters. They marched through the streets, loudly rolling their drums and tooting their fifes, calling prospective Navymen to join them in sailing the wide (and rough) seas.

Perhaps "band" is a slightly over-ambitious title. Major ships of the early 1800s might carry three or four men on board who could beat a drum, toot a horn, or perhaps, play a fiddle. When the situation indicated, they could manage a jig for their shipmates, but they were likely to have been ablebodied seamen first and musicians (if such is the term) only by chance.

However, the first U. S. Navy musician who appears to be recognized by that title was James F. Draper. It was in 1825 that he signed aboard the U. S. frigate *Brandywine*.

BELIEVE IT OR NOT—This photograph was taken back in 1902 of the men in U. S. Naval School of Music, Norfolk, Va.

We don't know whether he was fiddler, fifer or drummer, but we do know that he received $10 a month for his services.

Although the records don't show it, it was obvious that he wasn't the only musician in the Navy. Two years later, in 1827, a band of 20 musicians were referred to aboard uss *Constitution*.

BANDS OF SUCH proportions could hardly have been employed on many of the old frigates, but perhaps the commander of *Constitution* was especially fond of music, and the laws governing the acquisition of musicans seem to have been entirely in the hands of the individual commanders.

A year earlier John H. Page, seaman, had been promoted to Master of the Band of the frigate *Constellation* and William Tuton, also an ordinary seaman, was promoted to the rank of Musician.

Musicians were usually recruited from the crew; that is, there was no apparent effort to encourage men to enlist as such. However, we do know that on 5 Apr 1830, William Raymond enlisted in the Navy as a musician at Norfolk, Va., receiving an entrance salary of 10 dollars per month.

In 1838, when Martin Van Buren was President and the paddle-wheel steamboat was coming into its own, the *Pay Table of the Navy Register* recorded the first Navy band to be paid for its efforts. But this, the Navy's first officially recognized band, was hardly larger than a small modern string ensemble, consisting of only a bandmaster, four first class musicians and one second class musician.

This marked the first of many bands organized throughout the Navy during the years preceding World War I.

The years 1917-1918 brought about several changes which had a powerful influence on band music. The service bands were recruited to full strength and equipped with the best instruments obtainable. Musicians of international note entered

SCHOOL DAYS—These Navymen attended the Navy School of Music back in 1911. *Below:* Navy Yard Band in Washington, D. C. sets up for concert in 1921.

MASCOT TOO—The 1910 Naval Academy Band poses with traditional mascot. *Rt:* First official Navy Band in 1925.

U. S. Naval Academy
Annapolis Md
Oct. 25 1867

Order

Midshipman Thompson (1st class) who plays so abominably on a fish horn will oblige me by going outside the limits when he wants to practice or he will find himself coming out of the little end of the horn.

Dan'l D. Porter
Vice admiral
Supt N.A.

Famed Vice Admiral David D. Porter prepared these orders for immediate execution while he was Superintendent of the Naval Academy in 1867.

They read: "Midshipman Thompson (1st Class) who plays so abominably on a fish horn will oblige me by going outside the limits when he practices or he will find himself coming out the little end of the horn."

the Navy; many enlisted from the great symphony orchestras, still others from the world's famous bands. During this period, the United States' march king, John Philip Sousa, took over the leadership of the Great Lakes Navy Band, molding it into a world-famous musical organization.

WITH THE SIGNING of the Armistice and demobilization of the uniformed forces, many of these bands began to disappear as quickly as they had been assembled. The band that had been maintained at the Washington Navy Yard during the war dwindled immediately to four musicians. However, the Navy Department now fully conscious of the value of band music, wanted a musical unit that would adequately represent the United States Navy.

Unfortunately, recruiting and organizing such a band proved somewhat difficult at a time when the enthusiasm of war days had been so thoroughly chilled. But this demand for a representative band was fulfilled when Charles Benter, then serving as Bandmaster aboard uss *Connecticut* (BB 18), was selected and ordered to Washington, where he was assigned the duty of creating a band worthy of upholding the traditions of the Navy.

From the meager band of four men that composed the Washington Navy Yard Band in 1918 there emerged in 1923 a musical organization of 63 men, who played for diplomats, private citizens and governmental heads. President Harding was very fond of music and was greatly impressed with the Navy Yard Band, so much so that he took 35 of these musicians with him on his cross-continental tour to Alaska.

During the administration of President Coolidge, the Navy Yard Band developed in popularity and thousands of music lovers attended its frequent concerts in the Washington area. It was then a huge band of 76 men.

In 1925 the band received recognition by a special act of Congress which was to make this group the permanent, official band of the United States Navy. When President Coolidge signed the act, the first one he signed after his inauguration 4 Mar 1925, the present Navy Band was born.

THEN THE band's name was changed from the Washington Navy Yard Band to the United States Navy Band and its leader was made a lieutenant. Another, quite noticeable change, followed when the band

HORNING IN—French horns and saxophones of today's Navy Band sound off in Sail Loft, Washington, D. C.

FINE TOUCH—It requires skilled hands to keep instruments shipshape. *Rt:* Navy Band concert at Washington, D. C.

gave up its traditional bell-bottomed trousers, adopted instead the regulation chief petty officers' type uniform.

In 1925, after numerous requests, the United States Navy Band was at last permitted to leave Washington on concert tours. Since that time, the annual concert tours, authorized by Act of Congress and approved by the President have made it possible for vast audiences outside of the Nation's Capital to enjoy the programs provided by this band.

Under Presidents Coolidge, Roosevelt, Truman, Eisenhower, Kennedy and Johnson, the Navy Band has played before audiences in all of the United States except Hawaii, as well as in South America, Canada, Germany, Puerto Rico, Panama, Haiti, and the Virgin Islands.

In 1937, for the first time in its 60 years of existence, the officials of the famed Canadian National Exhibition chose a service band of a foreign country as its feature musical attraction. And it is a commentary on the good will and friendship between the two great English-speaking nations on this continent that, in the year of the Coronation, the United States Navy Band should be the guest of Canada's exhibition. In 1964, the band made its sixth such appearance at the Exhibition, more visits than any other foreign band.

In 1960, the Navy Band made a tour of South America and tragedy struck. A contingent of the band was flying to Rio de Janeiro to play for President Eisenhower and the Brazilian President. There was a mid-air

KEEPING SHARP—Navy Band members rehearse for performance. *Above:* It takes both strength and skill to play tuba.

CHIEF ARRANGER works on a score of a Haydn Concerto preparing for Navy Band public performance.

collision and among the 61 killed were nineteen members of the Navy Band. Although heartbroken, the remaining members of the band continued their good will concert tour at the suggestion of then Chief of Naval Operations, Admiral Arleigh Burke. The response of the crowds was overwhelming.

In 1961, a group from the Navy Band flew to Berlin, Germany to represent this country on a special Christmas television program which was shown throughout the world. They also entertained service clubs during their brief visit to Berlin and so delighted their Army audiences, they were usually rewarded with a soldiers' rendition of Anchors Aweigh. They also made non-commercial recordings to be used in Europe by the Armed Forces Radio Service and Radio Free Europe. An afternoon tour through the "Wall" into East Berlin was something the group shall never forget.

THE RECENT recordings, made by four great service bands for the benefit of the John F. Kennedy Center for the Performing Arts, were initiated by the Navy Band and have proven to be a most successful project.

The band traditionally appears at funeral services for Navy men in Arlington Cemetery, but by and large its duties are of a much more festive nature. It is an indispensable part of Washington's parades, inaugurations, ceremonies of state and has often been the center of attraction at the White House.

The Navy Band's summer concerts are an institution to concert-goers of Washington and the millions of visitors who have visited the nation's capital over the years. These concerts beneath the imposing dome of the Capitol, and at the Potomac Watergate wtih the majestic Lincoln Memorial in the background, continually draw capacity audiences of music lovers who relax on the lawns or find space on the crowded steps. The Navy Band's winter concerts in the Departmental Auditorium are equally well received.

VIP CONDUCTOR—LCDR John Philip Sousa, USNR, was leader of Navy band at NTC Great Lakes in WW I.

The band has long been heard and seen on the air waves. The band first broadcasted from a tent at the Naval Air Station via an experimental crystal radio in 1920. In the years 1923-24, they performed during a scheduled series over a radio station in Washington. The Navy Band was the first service band to broadcast and since then have been heard and seen by millions through their appearances on radio and television.

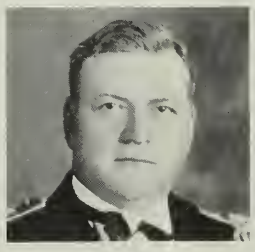
THE BAND has progressed far beyond the dreams of the men who lived in the days of Musician Dra-

BARITONE sax has his hands full.

The Leaders of the Navy Band

It was on Inauguration Day, 4 March 1925, that President Calvin Coolidge signed a special Act of Congress which designated the 63 man Washington Navy Yard Band, then under the direction of Bandmaster Charles Benter, as the permanent official band of the United States Navy. This band was to be called the United States Navy Band.

Since 1925, the band has had only three leaders—Lieutenant Charles Benter who retired in 1942 (and was then Director of the Washington Police Band until his death in December 1964); Commander Charles Brendler; the first person to attain the rank of Commander as a Navy Musician and after 49 years in the Navy, retired in March 1962; and the current leader, Lieutenant Commander Anthony A. Mitchell.



LT Charles Benter

CDR Charles Brendler

LCDR Anthony A. Mitchell

Happy 40th Anniversary to You

At its present strength, the U. S. Navy Band consists of 134 enlisted musicians and three officers. The type and number of instruments vary with each type band used. Its distribution is calculated to produce a variety of musical units within itself.

The full band is a familiar sight on parades and at concerts. Out of this large group, smaller bands are formed for funerals, guard mounts, and wreath laying ceremonies. An orchestra of about 30 men and several smaller orchestras and string ensembles are available as well as a dance orchestra and several dance combos.

The duties of the organization encompass just about every phase of music, from the arrival and departures of visiting foreign dignitaries to state dinners and functions, and of course, public concerts and

special concerts for military personnel.

The U. S. Navy Band has a choral group named The Sea Chanters. This group appears in concerts with the Navy Band and also appears in command performances for the President, Vice-President, members of Congress, the Supreme Court, and for many eminent foreign dignitaries. They maintain the same uniforms as the Navy Band and also a special "1812 Navy Blue Uniform" consisting of a red and white jersey over a white jumper, a pair of 13 button bell bottom trousers (blue for winter and white for summer) and a short blue six button jacket.

Traditionally, the U. S. Navy Band is present to render full honors to all naval officers interred in Arlington Cemetery. It is a colorful part of events in Washington.

per and the frigate *Brandywine* . . . a far cry from the little six-piece band that was listed in the Navy records in 1838. It has exceeded the original expectations of the 68th Congress which fostered its birth.

The former leader of the Navy Band, Commander Charles Brendler had forty-nine years of active life behind him before his retirement on 1 Mar 1962, a service record only surpassed by that of Fleet Admiral Chester Nimitz.

Commander Brendler was the first person to attain the rank of Commander as a Navy musician—a long haul from the lad of 15 who went aboard uss *Florida* as a "Landsman for Musician" at the pay of $17.16 a month.

After several years at sea, he was transferred to the Washington Navy Yard Band to fill a clarinet vacancy. Since 1917 that band and Commander Brendler grew up together. In 1938, he was advanced to Assistant Leader and five years later, in 1942 was appointed to the position of Leader, a position he held until his retirement. He gained great distinction both for the Navy Band and himself during the years he was in charge. In 1954, he was elected President of the American Bandmasters Association and has received many awards and honorary degrees for his work in the music world.

LIEUTENANT Commander Anthony A. Mitchell's rise to the position as leader of the Navy Band, also is a real success story.

LCDR Mitchell found it easy to become interested in music since his father, an outstanding musician himself, was a strong advocate of a musical background for his children—all 12 of them. Young Mitchell started out at an early age on the clarinet.

He joined the Navy on 18 Nov 1936 and began his musical career at the Navy's School of Music in Washington, D.C. later that same year.

After graduation from the Music School with honors, he auditioned for the Navy Band and was accepted as a member in April 1938.

It wasn't long before the leader of the band realized Mitchell was equally facile with jazz as well as the classical idiom. He became leader of the popular dance band and was selected to be solo clarinetist with the concert band. While soloist, he toured the entire country and Canada with the band, playing to millions. During this period he found time to attend Catholic University and receive his Bachelor of Music Degree.

Upon the retirement of Commander Brendler in 1962, LCDR Mitchell became Leader. His present rank of Lieutenant Commander was by Presidential appointment on 12 Mar 1964.

NOW HEAR THIS—LCDR Mitchell conducts Navy Band during practice session.

TAFFRAIL TALK

THE FICTIONAL CAPTAIN NEMO was a self-styled gourmet whose underwater cuisine ranged from sautéd octopus, basted in barnacle sauce, to nettles *fromage.* Possibly his submerged environment excited his taste for these dubious delicacies; possibly he was just out of steak.

In the more realistic world of modern atomic submariners, however, it seems a trend toward more unusual and elaborate dishes has also settled in underwater galleys. USS *Triton* (SSN 586), the first sub to circumnavigate the globe while submerged, offers "around the world sauerbraten" to its crew. *Henry Clay* (SSBN 625) chefs prepare a special imperial crab, while *Permit* (SSN 594) crewmen delight in *Permit*-style Chinese chicken.

These dishes are more to the liking of average gourmets, and they are now available to landlubbers, along with many other recipes in a special cookbook called *Dolphin Dishes.*

Recently reprinted for the eighth time, *Dolphin Dishes* was first conceived as a submarine cookbook in 1952. As the nuclear submarine force expanded, so did the contents. It was compiled by the Submarine Officers Wives Club of Norfolk, Va.

In addition to improving the cuisine of potential gourmets, *Dolphin Dishes* also helps send Navy youngsters through college. All proceeds from sales go into the Dolphin Scholarship Foundation of the Submarine Service.

★ ★ ★

There's no escaping the census-taker—even for whales. We're talking about those whales which have journeyed 4000 miles to Scammon Lagoon, Mexico, described in a recently arrived press release as a "marine mammal maternity haven."

A group of scientists has been assigned by a West Coast concern to count the Pacific gray whales from the air over the sea animals' major calving grounds on the Baja California coast.

They are also making observations and collecting data for a Navy-sponsored sea-life atlas planned to keep future submarine seekers from going on wild whale chases.

Census tabulations will be shared with the Scripps Institution of Oceanography, compiler of the statistics for scientific groups.

This is the fourth annual whale count made by these scientists at Scammon Lagoon. Incidentally, the whale tally in this area has remained fairly constant at about 1000.

★ ★ ★

This matter of invasion of privacy apparently knows no limits. Now they're even bugging the penguins. They say it's all in the interest of science, but we're not so sure.

So says a release from Air Development Squadron Six (VX-6) from McMurdo Station in the Antarctic. The "they" in this case is a scientific group in Operation Deep Freeze, working under the auspices of the National Science Foundation.

Testing their homing instincts, they say. Fasten a radio set (small, to be sure) to their flippers, take them a few hundred miles from home, then see how they make out. The purpose: to learn the secret of the penguins' navigational ability.

The penguins make out just fine, they say, but they haven't as yet figured out just why.

Now we're wondering. Who knows but, once this little problem is out of the way, they'll be hooking a radio set to *our* flippers and bugging *us* as we stagger home from a hard day's work.

The All Hands Staff

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• AT RIGHT: SEA SEARCH—Navy diver Gunner's Mate Second Class Albert Demarco and partner are lowered over the side of submarine rescue vessel USS *Tringa* (ASR 16) into Atlantic waters on a search and salvage assignment involving an airplane downed at sea. Tough and dangerous assignments are routine for Navy's divers.


THROUGH STORMY SEAS
UNDER SUN and MOON
NAVY ON THE ALERT

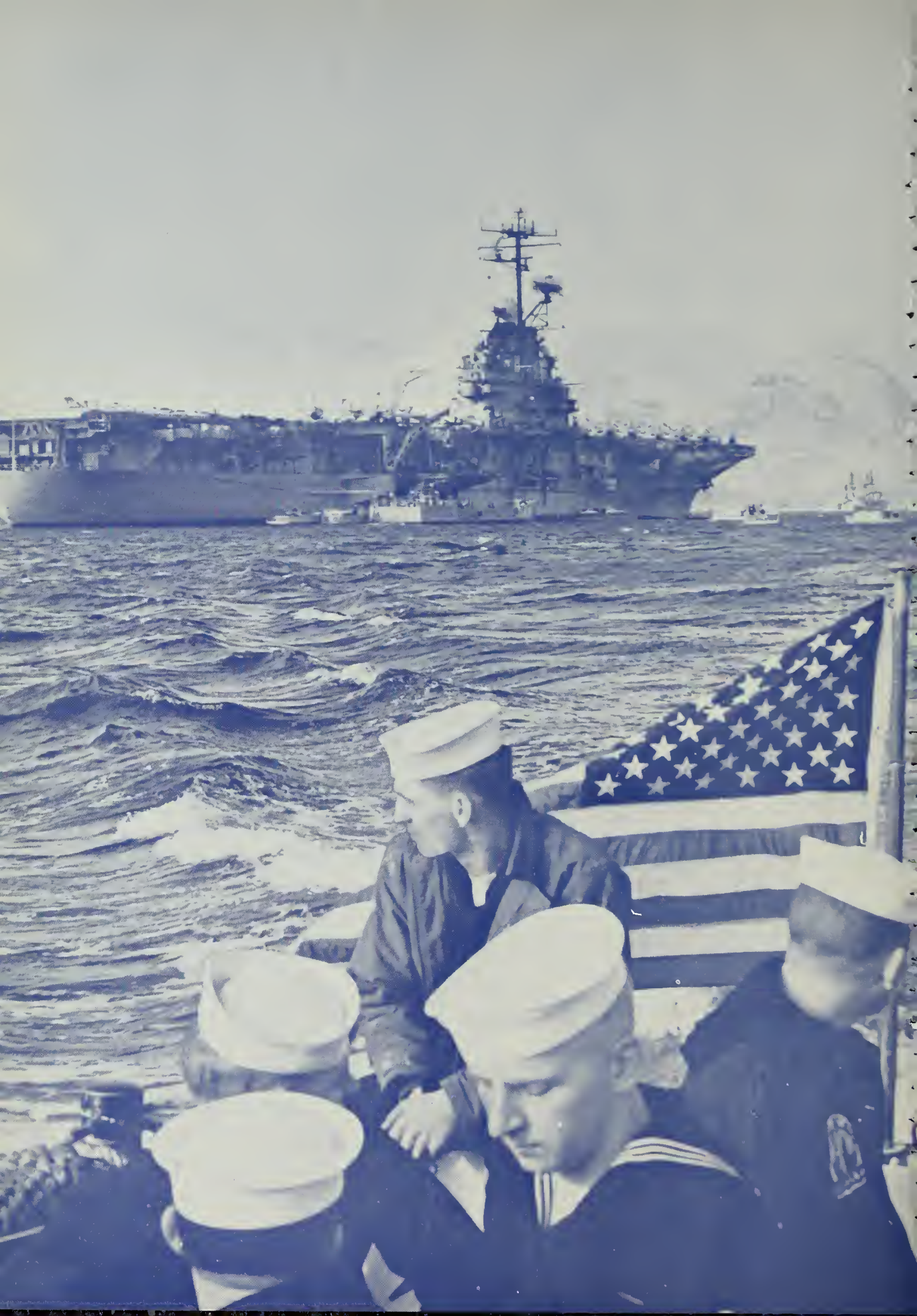
ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

in this issue:
The Carrier Navy

This magazine is intended for 10 readers. All should ... it as soon as possible.
COPY ALONG

MAY 1965



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

MAY 1965 | Nav-Pers-O | NUMBER 580

TABLE OF CONTENTS

• **FRONT COVER:** HIGH OCTANE—RA5-C Vigilante refuels from A3B Skywarrior high above its mobile air station, U. S. Seventh Fleet aircraft carrier USS *Ranger* (CVA 61) during operations in the South China Sea.

• **AT LEFT:** SHIP TO SHIP—Crew members of USS *Shangri La* (CVA 38) ride launch across the Bay of Pollenza on the Island of Majorca to the carrier USS *Forrestal* (CVA 59) for briefing on Sixth Fleet operations in the Med.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to subactivities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

JOINT ACTION IN VIETNAM

Carrier Strike Force

EVENTS over the past months have again drawn Navy carrier strike forces into responsive action against communist-controlled North Vietnam.

Seventh Fleet carrier planes bombed and strafed guerrilla staging areas north of the 17th parallel, in response to communist armed aggression against South Vietnam.

The events that began on 7 February are now an episode in history Here's a capsule report of those eventful days, and the action that followed.

The recent guerrilla actions were perhaps the most aggressive yet conducted, particularly against Americans. At 0200 on 7 February the Viet Cong attacked two South Vietnamese airfields, two U.S. barracks areas, several villages and one town, causing substantial casualties. The attacks were staged in three areas, including a U. S. military compound and nearby airstrip at Pleiku; villages and aviation gas tanks at Tuy Hoa and villages near Nhatrang—all in South Vietnam.

U. S. casualties in the Pleiku area were eight killed and 129 wounded, plus five helicopters destroyed, nine to 11 damaged, and six fixed-wing aircraft damaged.

Most of the destruction in the Pleiku area was caused by mortar fire, launched from a position outside the compound perimeter. Several Viet Cong troops, in addition, infiltrated the camp area under cover of darkness and planted explosives. An American sentry detected them and opened fire, thus saving the lives of many of the approximately 180 U. S. military advisors—most of whom were asleep. The sentry later died of wounds he received.

The other U. S. dead were enlisted men trapped in a shelled barracks. In all there was major damage to seven barracks, moderate damage to 10 others, and minor damage to 35 buildings.

IMMEDIATELY following the attacks, U. S. representatives in Saigon met with representatives of the South Vietnamese government. They jointly agreed that responsive action was required.

About six hours after the attacks President Johnson met with Secretary of Defense Robert S. McNamara and other members of the National Security Council. The President subsequently ordered action by United States forces in concert with South Vietnamese forces.

At 1400 7 February aircraft were launched from the carriers USS *Ranger* (CVA 61), *Hancock* (CVA 19) and *Coral Sea* (CVA 43), which were steaming in the South

China Sea about 100 miles off the coast of South Vietnam and south of the 17th parallel.

A total of 49 aircraft, including A-4 *Skyhawks* and F-8 *Crusaders* from *Coral Sea* and *Skyhawks, Crusaders* and two reconnaissance planes from *Hancock*, carried out 49 sorties against Donghoi in the southern part of North Vietnam. This area has been used by the Hanoi regime as a staging base, where guerrillas and equipment are dispatched down infiltration routes leading through Laos into South Vietnam. *Ranger* planes launched for this strike aborted their mission due to adverse weather conditions.

Other U. S. and South Vietnamese aircraft were also prevented from attacking their assigned targets because of poor weather conditions.

IN ANNOUNCING the strike before a nationally televised press conference, Secretary McNamara stated that it was quite clear the communists intended their attacks as a test of will and a clear challenge of the political purpose of both the U. S. and South Vietnamese governments.

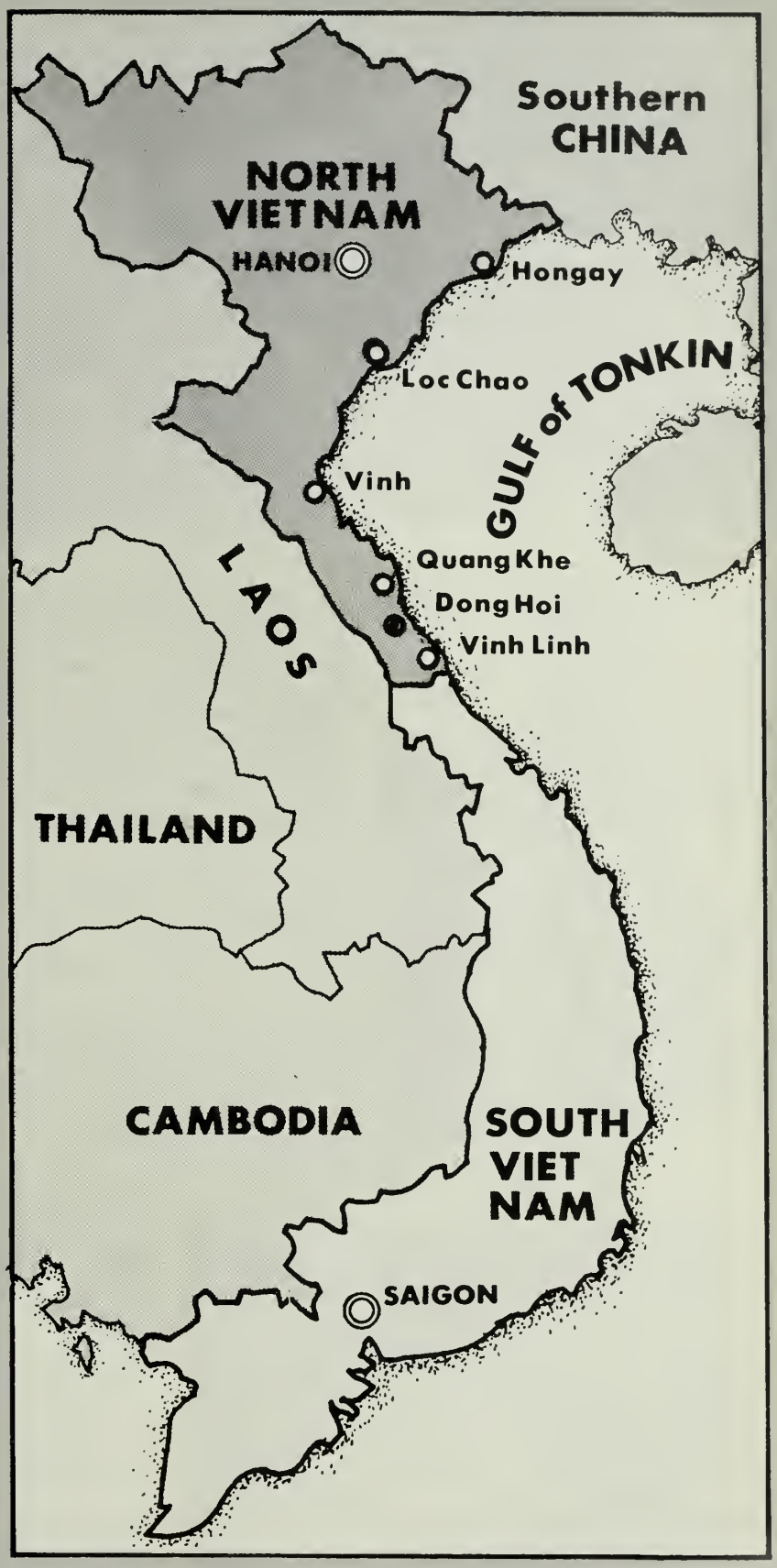
"It was a test and a challenge, therefore, which we couldn't fail to respond to," he said, "without misleading the North Vietnamese as to our intent and strength of purpose to carry out that intent."

The Defense Secretary reported that captured documents the U. S. has obtained from individuals infiltrating from the north, plus prisoner-of-war reports obtained in recent months, indicate that the volume of infiltration has expanded substantially recently. The number of Viet Cong infiltrating South Vietnam in 1964 was probably double the 1963 figure.

"This, plus other evidence, leads us to believe that Hanoi (capital of North Vietnam) has consciously and purposely stepped up the pressure against the South Vietnamese," he said. "And we have every reason to believe, based on our intelligence sources, that the attacks on Pleiku, Tuy Hoa and Nha Trang were ordered and masterminded directly from Hanoi."

Mr. McNamara assured the nation that our forces are on the alert and prepared.

Admiral Ulysses S. Grant Sharp, Jr., Commander in Chief, Pacific, was in charge of the strike operations. One A-4 from *Coral Sea* was lost, with the pilot reported



ON THE MOVE—Vietnamese soldiers, U. S. advisors resupply troops on front lines by means of helicopter while under fire from Viet Cong guerrilla band.

missing, and seven other aircraft were damaged by antiaircraft fire.

President Johnson ordered that all U. S. dependents be brought home from South Vietnam, and that a Marine Corps *Hawk* surface-to-air missile battalion be deployed there.

IN HIS STATEMENT, President Johnson said it is quite clear that Hanoi has undertaken a more aggressive course of action against both South Vietnamese and American installations, "and against Americans who are in South Vietnam assisting the people of that country to defend their freedom."

"We have no choice now but to clear the decks and make absolutely clear our continued determination to back South Vietnam in its fight to maintain its independence," he said.

The following day—8 February—the Viet Cong continued their raids. They fired 15 mortar shells at the U. S. Army helicopter base at Soc Trang, but no casualties or damage resulted.

MEANWHILE, Mr. McGeorge Bundy, the President's special assistant for national security, visited the areas which were attacked by the Viet Cong the previous day. He was present in South Vietnam on a special mission when the communists initiated their coordinated attacks, but was not endangered by them. Mr. Bundy also visited U. S. casualties in hospitals.

On his return to Washington that day, Mr. Bundy reported to the National Security Council that the communists represent the gravest kind of danger to the freedom and future of South Vietnam.

Shortly before this address, 24 South Vietnamese planes, accompanied by U. S. Air Force fighters, bombed a military communications center in Vinhlinh, North Vietnam, in a follow-up to the previous day's strike.

On 9 February the Viet Cong shot down three American helicopters. One Army crewman was killed and eight other Americans injured.

The helicopter casualties came as the first planeloads of American dependents were departing Saigon airport, and as the bodies of nine dead American soldiers commenced their final homeward journey.

At about the same time, the Marine *Hawk* battalion, arriving from Okinawa, was made operational at Danang air base, which is 50 miles south of the 17th parallel dividing North and South Vietnam. The Marines will provide antiaircraft defense against possible communist sorties from the North, using the 20-plus-mile range missiles.

Viet Cong marauders next struck at an American barracks in Qui Nhon, where 62 non-combat troops were billeted. Striking again at night, the guerrillas exploded two large bombs on the sides of the building, demolishing it. The four-story structure collapsed into a heap of rubble about 30 feet high.

Nineteen of the 62 men were not

Message to a Carrier Crew

A few weeks ago Prime Minister Phan Huy Quat of Vietnam came aboard USS *Coral Sea* (CVA 43) and addressed the crew. Here are excerpts from his address:

"I'd like to have your permission to say a few words to our friends on the USS *Coral Sea*.

"My dear friends, it is indeed a pleasure for me to be here today with you, and to personally bring to you the warm greetings of the Vietnamese people. We in Free Vietnam are following with great interest your every-day activities in this part of the world for we know that they are mainly aimed at helping us preserve our independence and territorial integrity in the face of blatant communist aggression coming from the North.

"We in Free Vietnam are proud to count you among our friends, for friends you are indeed. In our hour of greatest need, when our very survival as free men is at stake, we are also deeply thankful that you have willingly accepted many sacrifices in serving out here, serving your great country but also, and more importantly, serving the sacred ideals of liberty and justice.

"I do hope that the communists in North Vietnam and the Chinese communists soon understand that, facing the men in the mightest fleet in the world, they will decide to stop their aggression against Free Victnam, and then peace, the peace that we all so ardently desire would come. We are not afraid of talking about peace but we want a peace to be enjoyed by proud, free men.

"Friends, know that while you are doing your best out here your families are missing you and you are missing your dear ones, but I am sure that they understand the importance of your mission and are rightly proud of you. I ask you to please convey to your dear ones back home the kindest regards of the entire Vietnamese people and our heartfelt thanks to them for sending you out here to assist us."

inside at the time, and 22 survivors were rescued. Seabees and Army engineers combed the wreckage for the remaining 21 men.

DURING RESCUE operations a fleet of about 50 Viet Cong junks, commandeered from local fishermen, attempted an amphibious landing near the site to attack the rescue party. They were driven off by Vietnam gunboats and U. S. copters.

Response for this latest assault was swift. A total of 160 U. S. and South Vietnamese planes again flew northward to bomb communist installations.

In the three and one-half hour strike, three Navy planes were lost—two to ground fire and one in an emergency landing.

This time the air strikes were aimed at other staging areas in North Vietnam adjacent to infiltration routes. It was the biggest single attack yet staged against the communists.

A WHITE HOUSE statement reported:

"United States air elements joined with the South Vietnamese Air Force in attacks against military facilities in North Vietnam used by Hanoi for the training and infiltration of Viet Cong personnel into South Vietnam.

"These actions by the South Vietnamese and United States governments were in response to further direct provocations by the Hanoi regime.

"Since 8 February a large number of South Vietnamese and United States personnel have been killed in an increased number of Viet Cong ambushes and attacks. A district town in Phuoc Long Province has been overrun, resulting in further Vietnamese and United States casualties. In Qui Nhon, Viet Cong terrorists, in an attack on an American military billet, murdered Americans and Vietnamese. In addition, there have been a number of mining and other attacks on the railway in South Vietnam as well as assassinations and ambushes involving South Vietnamese civil and military officials.

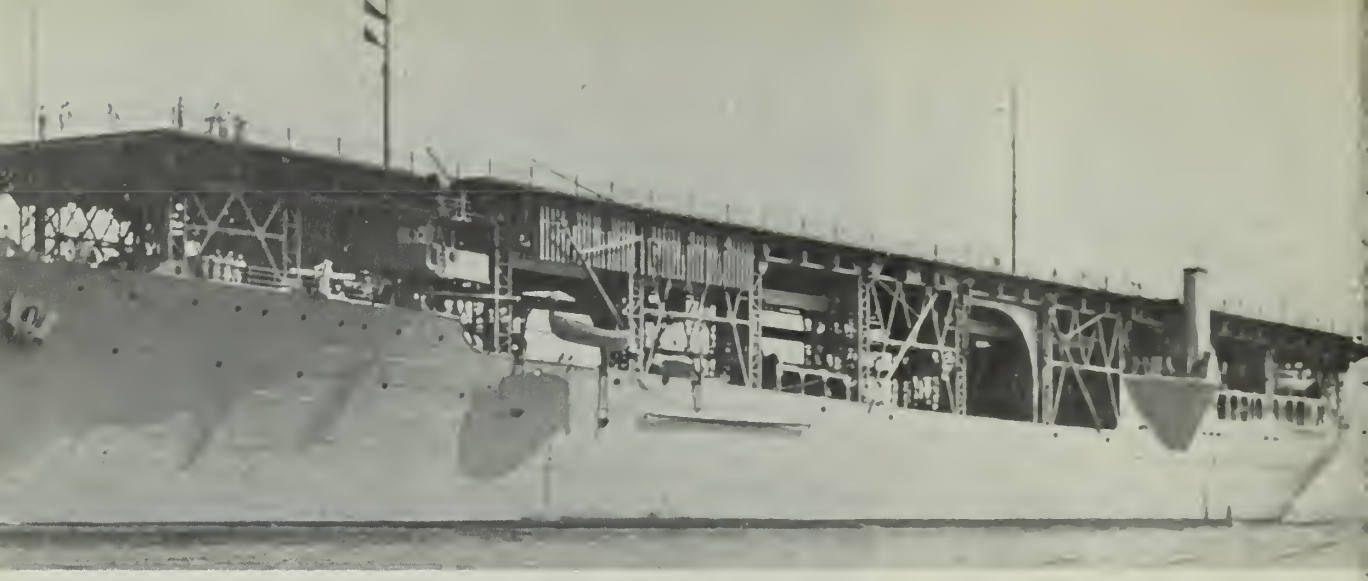
"The United States Government has been in consultation with the Government of South Vietnam on this continuation of aggressions and outrages. While maintaining their desire to avoid spreading the conflict, the governments felt compelled to take the action described."

What happens next may be stale news before this report is in print. But this report will have no less meaning as to why our forces in WestPac are on constant alert.

—Bill Howard, JO1, USN

VIETNAMESE Air Force strafes Viet Cong troops. *Below:* Junk Force hunts enemy.

FLOATING NAS—Planes from *USS Coral Sea* (CVA 43) and *Ranger* (CVA 61) hit military targets in North Vietnam.



NUMBER ONE was *USS Langley (above). Below:* WWII carrier task force.

Evolution

IF YOU'RE WILLING to stretch a point ever so slightly, it might be said that the Navy had an aircraft carrier long before it had airplanes. The first such carrier cost the government $150 and was worth every cent—but not much more.

Here's how it all came about:

For some time during the Civil War, the authorities had been annoyed by importunate daredevils who insisted upon the military value of balloons. It would be possible, they claimed, by ascending in the air to gain a panoramic view of the enemy and to detect its early intentions. The powers-that-be were pretty doubtful of the whole idea but were finally induced to permit, on 11 Nov 1861, a certain Thaddeus Lowe to make his observations from a balloon.

Earlier that year the Navy had bought, for $150, a ship by the name of *George Washington Parke Custis*. This was converted to a combination coal barge and balloon boat. It is unlikely, however, that it will be necessary for history books to be rewritten to any great extent for, although a balloon can be considered an aircraft and *Custis* certainly carried Lowe's balloon, *Custis* will never displace *Langley* as the Navy's first official aircraft carrier.

This is Lowe's story: "I left the Washington Navy Yard early Sunday morning, towed out by the steamer *Coeur de Lion*, having on board competent assistant aeronauts,

together with my new gas generating apparatus, which, though used for the first time, worked admirably. We located at the mouth of Mattawoman Creek, about three miles from the Virginia shore. Yesterday proceeded to make observations accompanied in my ascensions by (Brigadier) General (Daniel E.) Sickles and others. We had a fine view of the enemy's camp-fires during the evening, and saw the rebels constructing new batteries at Freestone Point."

THIS PRESUMABLY was the end of the Navy's interest in Civil War aircraft carriers. (The use of observation balloons is another story which we won't go into here.)

of the Flattop Navy

Except for this single isolated oddball incident, the idea of naval aviation really didn't take hold until 1910 when Eugene Ely made his historic flight from the old cruiser *Birmingham*. Two months later, in January 1911, Ely landed aboard the armored cruiser *Pennsylvania*. It wasn't long afterwards that naval aviation became a reality.

However, not until a little over four years after World War I did carrier aviation begin its rapid growth. They were the years which witnessed startling aeronautical innovations and brought about the beginnings of our carrier fleet.

For a number of years, naval minds at home and abroad had been speculating on the possibility of carrying airplanes to sea and launching them from ocean-borne platforms. It was a tantalizing prospect and, if successful, would open wide military vistas to the nation which succeeded in perfecting it.

After the war, the U.S. Navy turned its attention to the idea, and the collier (coal hauling vessel) *Jupiter* was converted into the carrier USS *Langley* (CV 1). In the early '20s an improved catapult was installed aboard the flattop.

IT WAS A DAY to be remembered by naval flyers when, in October 1922, *Langley*—the first aircraft carrier of the U.S.—stood out to sea and started the development of the Navy's basic carrier operations. Because of her unlovely lines, she quickly became known as the "Covered Wagon." But upon her deck naval flying grew, and "firsts" appeared with startling regularity.

On 17 Oct 1922, Lieutenant Commander V. C. Griffin, in a VE-7-SF, earned the distinction of being the first flyer to take off from her deck.

Nine days later, with *Langley* underway, LCDR Godfrey Chevalier, perhaps in recognition of the fact that no one had worked harder than he on perfecting the arresting gear, made the first landing on the carrier's deck.

Commander Kenneth Whiting, first to be successfully catapulted from the deck, took off at the controls of a PT aircraft on 18 Nov 1922.

The Navy, happy with the results of the *Langley* experiments, incorporated many improvements in *Lex-*

PLANE AWEIGH—An A3B Skywarrior catapults from *USS Franklin D. Roosevelt* (CVA 42). *Below: USS Enterprise* (CVAN 65) is world's biggest warship.

PACIFIC 'ISLANDS'—*USS Oriskany* (CVA 34) steams Pacific waters. *Rt: Hancock* (CVA 19) patrols South China Sea.

ington (CV 2) and *Saratoga* (CV 3). These two large ships, converted from cruiser hulls, were added to the Fleet in late 1927.

In addition, the carriers *Ranger* (CV 4) (first ship to be built from the keel up as a carrier), *Yorktown* (CV 5) and *Enterprise* (CV 6) helped carry naval aviation through the '30s. (They were to play a significant role in the critical days following the Japanese attack on Hawaii.)

UNTIL 1929, the true role of CVs in the Fleet was only hinted. And then came Fleet Problem IX, when *Saratoga* indicated the potential of these ships. *Saratoga* after making a wide sweep maneuver, launched planes which bombed, theoretically, the Panama Canal and rendered it inoperable (also theoretically).

The Navy, from that time on, conducted intensive studies on a wide variety of carrier tactics. Some of the very same procedures were followed by the Japanese Navy later in its attack on Pearl Harbor.

THEN CAME WORLD WAR II and the U.S. emerged as the world's first naval power. As the war progressed, carriers were essential to three of the principal missions assigned to naval aviation:

- *Air strikes*—Planes attached to fast carrier task forces were discovered, at the beginning of the war, to be most effective.
- *Antisubmarine warfare*—Hunter-killer planes attached to small carrier task forces always were on the lookout for enemy subs.
- *Air support to amphibious operations*—Planes flying from jeep carriers provided close air support for amphibious landings as well as logistic support for fast carrier forces and advance bases.

AS TECHNOLOGICAL developments came about in the post-war era, *Essex* class carriers became obsolete. To modify these carriers so they could meet their new operating requirements, an improvement program, called Project 27A, was begun in October 1947.

The principal changes were directed toward increasing the carriers' capabilities so that heavier aircraft (up to 40,000 pounds gross weight) could operate from the flattops. The flight decks were strengthened and the five-inch guns on the flight deck were removed to

ALL ABOARD—Pilots mount up as flight deck crew readies plane for launching aboard *USS Independence*.

OLD TIMES—Biplanes take off from deck of *USS Ranger* (CV 4) back in 1937.

SEA QUEENS—Attack carriers such as *USS Kitty Hawk* (CVA 63) and *USS Constellation* (CVA 64) are mobile jet bases.

decrease topside weight (all other guns were retained). The change also provided more deck space for parking planes and increased safety aspects of the landing area. (About this time it was decided that carriers didn't need guns for protection —they would use their planes and escort ships). Other changes included special provisions for jet aircraft, such as jet blast deflectors, increased fuel capacity and jet fuel mixers.

IN THE immediate post-war years, the first U. S. tests of jets for shipboard operations were conducted aboard USS *Franklin D. Roosevelt* (CVB 42), using the FD-1 *Phantom* jet aircraft. As the experiments continued, they inevitably led to a carrier-based all-jet squadron. On 5 May 1948, Fighter Squadron 17A, equipped with 16 FH-1 *Phantoms* (redesignated from FD-1 in 1947), became the first carrier qualified jet squadron in the U.S. Navy. It took three days to do it, but all squadron pilots qualified aboard USS *Saipan* (CVL 48) with a minimum of eight landings and takeoffs each.

Project 27A originally was intended to apply to more than just nine of the *Essex* class carriers, but with the development of the steam catapult and more advanced aircraft coming into operation, the project had to be modified to meet future needs. Thus, Project 27C was initiated.

USS *Hancock* (CV 19) was the first U.S. carrier to receive the new "steam slingshot", followed by *Intrepid* (CV 11) and *Ticonderoga* (CV 14).

Even as these changes were made in the three carriers, the Bureau of Aeronautics proposed, in mid-June 1952, that a new flight deck design be installed in USS *Antietam* (CV 36). The previous May, both jet and propeller type aircraft had been tested on a simulated angled deck aboard USS *Midway* (CVB 41).

Antietam's deck was extended outboard on the port side from the normal flight deck, allowing aircraft to land at a 10-degree angle from the ship's centerline. At first it was called a canted deck, but the term officially gave way to the now more familiar "angled deck."

The advantages were so obvious from the beginning that men wondered why they hadn't thought of the idea years earlier. By eliminating the centerline elevators and

ON THE AIR—Arresting gear officer watches landing. Miniature radio keeps him in touch with control units.

HOT SPOT—Crew fights bomb damage aboard *USS Saratoga* during battle.

COMING UP—Artist shows how USS *John F. Kennedy* (CVA 67) will look.

using one or more deck edge elevators (which were not installed in *Antietam*), more elevators were available to bring up spares and take others down to the hangar deck. And, once landed, the planes could easily taxi onto a starboard deck edge elevator without halting flight operations.

It was also possible to catapult and land aircraft simultaneously, which gave the carrier improved combat readiness.

The pilots were given an extra margin of safety: No longer would they be in danger of crashing into gassed and armed planes parked forward of the landing area.

Other changes in this project included: The reintroduction of the hurricane bow of the original *Saratoga* and *Lexington*; air conditioning and sound proofing for more comfortable and efficient island spaces; and improved deck lighting.

Lexington, *Shangri La* and *Bon Homme Richard* all received the improvements, and they were so successful that *Hancock*, *Intrepid* and *Ticonderoga* returned to the yards for this new conversion.

THE TREND extended to the *Midway* class. In May 1954, *Franklin D. Roosevelt* entered Puget Sound Naval Shipyard for the conversion, followed by *Midway* in September 1955. *Coral Sea* was the last aircraft carrier of World War II design to be reworked under the post-war modernization program. She emerged in January 1960.

While the carriers were undergoing this physical change, they received new missions. To reflect this change, they were given new designations. In October 1952 the then familiar designations CV and CVB were replaced by CVA (attack aircraft carrier). Antisubmarine support aircraft carrier became a new classification in July 1953. The following August, five other CVAs were given the CVS designation (for ASW support aircraft carrier).

July 1955 marked the beginning of the end of escort carriers as combat ships of the Fleet. *Thetis Bay* (CVE 90) became CVHA 1 and later LPH 6. Thirty-six escort carriers, designated CVE, CVU and CVHE, were changed to AKV for cargo ship and aircraft ferry, and by May 1959, the CVE designation was abolished.

On 30 Sep 1957 the last of the light carriers, uss *Saipan* (CVL 48), was decommissioned, and that designation, nearly two years later, was stricken from the Navy register when four support carriers and seven light carriers were changed to auxiliary aircraft transports (AVTs).

ALL THIS reflected Navy thinking and planning. The programs were steps in a schedule designed

Here Is a Capsule History

Below you'll find a quick rundown on carriers from the first through number 66. To some it'll bring back nostalgic memories; to all of the Navy it points up the progress and development of the carrier forces.

• USS *Langley* (CV 1)—This ship was commissioned on 7 Apr 1913, but not as an aircraft carrier. It was commissioned *Jupiter*, Fleet callier number three. The designation was changed to CV on 11 Jul 1919, and the ship was commissioned *Langley* (CV 1) on 21 Mar 1922. In 1937 she was converted to the seaplane tender AV 3. On 27 Feb 1942, *Langley* was sunk by Japanese aircraft south of Java.

• USS *Lexington* (CV 2)—Originally this ship was under construction as Constitution. On 10 Dec 1917 she was renamed *Lexington* and, on 1 Jul 1922, was designated CV 2. She was commissioned on 14 Dec 1927. After sustaining severe damage at the Battle of the Coral Sea in May 1942, Lexington was sunk by our own destroyers.

• USS Saratoga (CV 3)—Begun as a battle cruiser, Saratoga was designated a CV on 1 Jul 1922, and commissioned on 16 Nov 1927. She was sunk in the atomic bomb test in July 1946.

• USS *Ranger* (CV 4)—The first U. S. vessel designed and constructed as an aircraft carrier, she was commissioned on 4 Jun 1934, and sold in January 1947.

• USS *Yorktown* (CV 5)—Commissioned on 30 Sep 1937, she was lost in action after the battle of Midway 7 Jun 1942.

• USS *Enterprise* (CV 6)—She served as a CV from her commissioning on 12 May 1938 until 1952 when her designation was changed to CVA. In 1953, she was made a CVS. She was decommissioned in 1947 and sold for scrap in 1958.

• USS *Wasp* (CV 7)—Commissioned on 25 Apr 1940, this ship was sunk on 15 Sep 1942 by U. S. ships after sustaining severe damage near Espiritu Santo, New Hebrides.

• USS *Hornet* (CV 8)—One week after her first birthday this ship was sunk at the battle of Santa Cruz Islands. She was commissioned on 20 Oct 1941, and sunk on 27 Oct 1942.

• USS *Essex* (CV 9)—*Essex* was the first aircraft carrier commissioned after the United States entered World War II. She was commissioned on 31 Dec 1942. In March 1960 she was redesignated a CVS, and is currently assigned to the Atlantic Fleet.

• USS *Yorktown* (CV 10)—This ship was originally under construction as the *Bon Homme Richard*, but her name was changed to *Yorktown* on 26 Sep 1942. She was commissioned as CV 10 on 15 Apr 1943, made a CVA in October 1952, and later a CVS. She is still active in the Pacific Fleet.

• USS *Intrepid* (CV 11)—She was commissioned on 16 Aug 1943, and her designation changed to CVS in 1962. She is now assigned to the Atlantic Fleet.

• USS *Hornet* (CV 12)—*Hornet* was commissioned an 29 Nov 1943. In October 1952 she was redesignated as a CVA. Now a CVS, she is assigned to the Pacific Fleet.

• USS *Franklin* (CV 13)—This ship was commissioned an 31 Jan 1944. In October 1952

USS Ranger (CV 4)

to utilize carriers to the best extent. As the carriers aged (some faster than others because of battle damage in World War II), they were transferred from the CVA designation to the CVS, then to LPH, and ultimately retirement. With the new construction programs it was possible to keep the number of operating CVAs up to the prescribed limits. As each new ship was acquired, it took the top position among the CVAs while the one in the bottom position moved to the top of the next lower class.

Other new developments have had quite an effect on carrier aviation. In 1955, for instance, a new type of arresting gear, the Mark 7, was installed in *Hancock*. Its primary advantage was the ability to arrest a plane with a minimum amount of hook load. With the earlier pressure controls, it was necessary to stop the heavier aircraft in shorter run-out in case the aircraft came in too fast. This had been found rather hard on the plane. The new system is set for the weight of the landing aircraft, so that a 60,000-pound plane would pull out no more wire than a 10,000-pounder.

When uss *Forrestal* (CVA 59) was commissioned in October 1955, her design incorporated the sum of ex-

SUB HUNTER—*USS Yorktown* (CVS 10) hunts sub with British destroyers.

of the Aircraft Carrier—By the Numbers

she was redesignated as a CVA and in August 1953 a CVS. Now in the Reserve Fleet, she has been redesignated as AVT (Aviation Ship, Transport) 8.

• *USS Ticonderoga* (CV 14)—Originally under construction as *Hancock*, she was named *Ticonderoga* on 1 May 1943. She was commissioned on 8 May 1944, and her designator was changed to CVA in October 1952. She is assigned to the Pacific Fleet.

• *USS Randolph* (CV 15)—This Atlantic Fleet ship was commissioned on 9 Oct 1944. She was redesignated CVA in October 1952, and later to CVS. She is still in active service in the Atlantic Fleet.

• *USS Lexington* (CV 16)—Originally under construction as *Cobot*, the ship was renamed *Lexington* on 16 Jun 1942, and commissioned on 17 Feb 1943. She was redesignated a CVA in October 1952 after she was transferred to the Reserve Fleet in 1947. She was recommissioned on 15 Aug 1955 and is now in the Atlantic Fleet as a CVS.

• *USS Bunker Hill* (CV 17)—Commissioned on 25 May 1943, *Bunker Hill* served until January 1947 when she was placed in the Reserve Fleet at Bremerton, Wash. In October 1952 she was redesignated a CVA, later a CVS, and most recently AVT 9.

• *USS Wasp* (CV 18)—Originally named *Oriskany*, *Wasp* was commissioned on 24 Nov 1943. This Atlantic Fleet carrier was redesignated CVA in October 1952, and later became a CVS.

USS Saratoga (CV 3)

• *USS Hancock* (CV 19)—This ship was originally named *Ticonderoga*, but on 1 May 1943, was renamed *Hancock*. She was commissioned on 15 Apr 1944 and was designated a CVA in October 1952. The ship is now active in the Pacific Fleet.

• *USS Bennington* (CV 20)—Commissioned on 6 Aug 1944, *Bennington* was redesignated a CVA in October 1952. She was inactivated in 1954, but is now active as a CVS in the Pacific Fleet.

• *USS Boxer* (CV 21)—This ship was first commissioned on 16 Apr 1945, redesignated a CVA in October 1952 and again redesignated as LPH 4 in January 1959. *Boxer* is now serving in the Atlantic Fleet Amphibious Force.

• *USS Independence* (CV 22) She was originally under construction as the cruiser *Amsterdam*, but her name and designation were changed in early 1942 to *Independence* (CV 22). On 15 Jul 1943 she was changed to a CVL. Battered by atomic bombs during Operation Crossroads, the ship was destroyed on 27 Jan 1951.

• *USS Princeton* (CV 23)—CL 61 was the original designation of this ship. In 1942 her original name of *Tallahassee* was changed, along with her designation, to *Princeton* (CV 23). She was commissioned on 25 Feb 1943. On 15 Jul 1943 she was redesignated CVL and on 24 Oct 1944, she was lost at the Battle for Leyte Gulf. After sustaining heavy damage the ship was sunk by U. S. forces.

• *USS Belleau Wood* (CV 24)—This ship was changed from CL 76 to CV 24 on 16 Feb 1942, and from *New Haven* to *Belleau Wood* on 31 Mor 1942. Commissioned 31 Mar 1943, she was redesignated CVL on 15 Jul 1943. In 1953 this ship was tronsferred to Fronce on a loan basis under the Mutual Defense Assistance Program (now MAP).

• *USS Cowpens* (CV 25)—Originally under construction as *Huntington* (CL 77), she became *Cowpens* (CV 25) in March 1942. On 15 Jul 1943 she was redesignated CVL 25, and in January 1947 was placed in the Reserve Fleet at San Francisco. She was redesignated AVT 1 on 7 May 1959.

• *USS Monterey* (CV 26)—This ship was originally *Dayton* (CL 78). In March 1942 she became *Monterey* (CV 26) and later, in July 1943, CVL 26. Commissioned on 17 Jun 1943, *Monterey* is now in the Atlantic Reserve Fleet. In May 1960 she was redesignated as AVT 2.

• *USS Langley* (CVL 27)—This ship underwent many changes. She was originally *Fargo* (CL 85), then *Crown Point* (CV 27) and finally *Langley* (CVL 27) on 15 Jul 1943. She was commissioned 31 Aug 1943. In Janoory 1951 she was transferred to France under the Mutual Defense Assistance Program.

• *USS Cabot* (CVL 28)—Originally *Wilmington* (CL 79), this ship became Cabot (CV 28) in June 1942. Her designation was changed to CVL shortly before she wos commissioned on 24 July. She was placed in the Reserve Fleet at Philadelphia in 1955. In May 1959 she was redesignated as AVT 3.

• *USS Bataan* (CVL 29)—*Buffalo* (CL 99) was the original name and designation of this ship. Her designation was changed to CV in June 1942 and her name to Bataan in June 1943. In July she was redesignated CVL and finally commissioned on 17 Nov 1943. She went into the Reserve Fleet at

USS Lexington (CV 2)

BIG JOB—Small escort carriers played big role guarding convoys in WWII.

perience of her predecessors. Even so, many further changes took place.

When *Forrestal* was first authorized in March 1951, she was to have an axial or straight type deck. Architects went back to original *Langley, Ranger* and *Long Island* designs by sweeping the flight deck clear of an island structure. The carrier was to have a small island on an elevator apparatus, which would be lowered during flight operations.

But the flush deck design barely left the drawing board before it was changed. The new design provided a maximum landing area which eliminated the hazard of island superstructure—a common problem on an axial-type flight deck.

With the development of the angled deck, *Forrestal's* design was changed again. The new angled deck gave *Forrestal* a 1039-foot length instead of the 1030 feet which was originally planned for her. She was christened 11 Dec 1954 and commissioned 1 Oct 1955.

IN 1953 Secretary of the Navy Dan A. Kimball announced that a new carrier, similar to *Forrestal*, would be built and named *Saratoga* (CVA 60). This new carrier was christened at the New York Naval Shipyard and commissioned 14 Apr 1956.

From USS Langley to USS America: Sea/Air Power (Continued)

San Francisco and, eventually, was scrapped.

• *USS San Jacinto* (CVL 30)—This ship was changed from CL 100 to CV 30 on 2 Jun 1942, and from *Newark* to *Reprisal* on 23 Jun 1942. On 6 Jan 1943 her name was changed to San Jacinto. Later that same year her designation was changed to CVL. She was commissioned on 15 Dec 1943 and is now in the Reserve Fleet at San Francisco. AVT 5 is her latest designation.

• *USS Bon Homme Richard* (CV 31)—Commissioned on 26 Nov 1944, the ship was redesignated CVA in October 1952. She went into the Reserve Fleet on the West Coast in 1953, but was later given an angled deck and taken out of retirement. She is now active in the Pacific Fleet.

• *USS Leyte* (CV 32)—Crown Point was the original name of this ship. It was changed, however, to Leyte on 8 May 1945. She was redesignated CVA in October 1952 and CVS in July 1953. Commissioned on 11 Apr 1946, the ship is now in the Reserve Fleet as AVT 10.

• *USS Kearsarge* (CV 33)—This ship was commissioned on 2 Mar 1946, and her designation was changed to CVA in 1952 and later to a CVS. She is now in the Pacific Fleet.

• *USS Oriskany* (CV 34)—She was commissioned on 25 Sep 1950 and in October 1952 was redesignated CVA. She is active in the Pacific Fleet.

• CV 35—Cancelled 12 Aug 1945.

• *USS Antietam* (CV 36)—Commissioned on 28 Jan 1945, *Antietam* was designated a CVA in October 1952 and a CVS in July 1953. She was decommissioned in 1963.

• *USS Princeton* (CV 37)—Originally named *Valley Forge*, the name was changed to *Princeton* on 20 Nov 1944. She was commissioned on 18 Nov 1945. In 1952, she was changed to CVA, in 1953 to CVS, and most recently to LPH 5. She is active in the Pacific Fleet Amphibious Force.

• *USS Shangri La* (CV 38)—This ship was commissioned on 15 Sep 1944 and in October 1952 was changed to CVA. She entered the Reserve Fleet in 1955, but is now with the Atlantic Fleet.

• *USS Lake Champlain* (CV 39)—Redesignated CVA in October 1952, this ship is now active in the Atlantic Fleet as a CVS. She was commissioned on 3 Jun 1945.

• *USS Tarawa* (CV 40)—Commissioned on 8 Dec 1945, she was redesignated CVA in October 1952, and CVS in January 1955. She was designated AVT 12 in 1961 and decommissioned in May 1963.

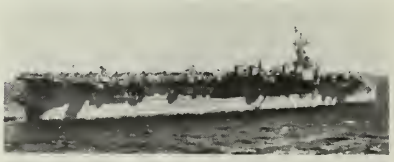
• *USS Midway* (CV8) 41)—The first of her class, she was changed from a CV to CV8 on 15 Jul 1943, and was commissioned on 12 Sep 1945. In October 1952 her designation was again changed, this time to CVA. She is on active duty in the Pacific Fleet.

• *USS Franklin D. Roosevelt* (CV8 42)—Originally named *Coral Sea* (CV 42), she was changed to CV8 in 1943, commissioned in October 1945 and redesignated CVA in 1952. She was in the Reserve Fleet for a short time, and was later modernized. She is now active in the Atlantic Fleet.

• *USS Coral Sea* (CV8 43)—*Coral Sea* was changed from a CV on 15 Jul 1943, and was commissioned on 1 Oct 1947. In 1952 she was redesignated CVA. In 1957, she underwent conversion at Puget Sound and was recommissioned March 1960. She is now in the Pacific Fleet.

• CV 44—Construction cancelled on 11 Jan 1943.

• *USS Valley Forge* (CV 45)—This ship was commissioned on 3 Nov 1946, and her designation was changed to CVA in November 1953. She is now active in the Pacific Fleet as LPH 8.



USS Langley (CVL 27)

• CV 46—Construction cancelled on 12 Aug 1945.

• *USS Philippine Sea* (CV 47)—Originally named *Wright*, she was renamed *Philippine Sea* on 12 Feb 1945. This ship was redesignated CVA in October 1952, and later redesignated CVS. She was placed in the Pacific Reserve Fleet in 1959 as AVT 11.

• *USS Saipan* (CVL 48)—Commissioned on 14 Jul 1946, this ship is now undergoing conversion to AGMR (major communications relay ship).

• *USS Wright* (CVL 49)—This ship was commissioned on 9 Feb 1947 and is now in the Atlantic Fleet as a command ship. Her conversion for that specialty was completed in 1963. Her designation is now CC 2.

• CV 50 through 57—Construction cancelled on 27 Mar 1945.

• *United States* (CVA 58)—Construction cancelled on 23 Apr 1949.

• *USS Forrestal* (CVA 59)—The first of her class, she was commissioned 1 Oct 1955, and is now active in the Atlantic Fleet.

• *USS Saratoga* (CVA 60)—This Pacific Fleet ship was commissioned on 14 Apr 1956.

• *USS Ranger* (CVA 61)—Ranger was commissioned on 10 Aug 1957, and is assigned to the Pacific Fleet.

• *USS Independence* (CVA 62)—Launched in June 1958, she was commissioned 10 Jan 1959 and is active in the Atlantic Fleet.

• *USS Kitty Hawk* (CVA 63)—The first of a new class of attack carrier, *Kitty Hawk* was commissioned 29 May 1961. She is assigned to the Pacific Fleet.

• *USS Constellation* (CVA 64)—Commissioned 27 Oct 1961, this ship is in the Pacific Fleet.

• *USS Enterprise* (CVAN 65)—This first nuclear powered aircraft carrier was commissioned 25 Nov 1961 and will be transferred to the Pacific in the latter part of this year.

• *USS America* (CVA 66)—The latest attack aircraft carrier to join the Fleet, America was commissioned in January this year.

Sister ship *Ranger* (CVA 61) had one outstanding exception to distinguish her when she was commissioned 10 Aug 1957. The angled deck was altered slightly so that her over-all length was 1046 feet compared to the 1039 of *Forrestal.*

Another improvement, an all-welded aluminum elevator, was installed on the port side and replaced the conventional steel types on the other *Forrestal* class carriers.

Construction of USS *Independence* (CVA 62) was begun in a smaller drydock at New York Naval Shipyard. The island was not installed until she was moved to a larger dock. *Independence* was commissioned 10 Jan 1959, the fourth carrier of the *Forrestal* class to join the Fleet.

Kitty Hawk (CVA 63) and *Constellation* (CVA 64) essentially were designed along *Forrestal* lines, but they were developed into a separate class, the *Kitty Hawk* class. The major difference: These ships were armed with the *Terrier* surface-to-air guided missile.

The over-all fuel capacity of the *Kitty Hawks* is greater than the *Forrestals,* but aviation gasoline capacity is a little less. The angled part of the flight deck is some 40 feet longer while there is only a one or two foot difference in over-all length. The elevators and catapults have greater capacities than those on the *Forrestal* class carriers.

On 4 Feb 1958, Secretary of the Navy William B. Franke announced that the world's first nuclear powered aircraft carrier would be named *Enterprise* (See page). That same day her keel was laid.

Right from the first, the designers and builders appeared to have hit the jackpot. For the first time the customary builder's trials of a major combat ship were eliminated, and the ship was presented to the Navy for acceptance trials on her first trip to sea. Six days later, after she had made a clean sweep of the trials, *Enterprise* returned to Newport News with a giant broom attached to her masthead. She was commissioned 25 Nov 1961 at Norfolk.

USS *America* (CVA 66), commissioned on 23 Jan 1965, and the most recent carrier to join the Fleet, is expected to lead the way to continued freedom of the seas. This carrier will be followed by USS *John F. Kennedy* scheduled to be launched as CVA 67 in 1967.

—John Ramsey, JO1, USN

The ABC's of Navy Carrier Designations

In July 1920, while USS *Langley* was being converted from a collier, she was designated CV—aircraft carrier first line. But after 1931, the designation CV simply meant aircraft carrier.

By the time the U. S. entered World War II, carriers were generally in two sizes. To distinguish the smaller carriers from the larger ones, the Navy assigned the classification CVL—light aircraft carrier—to the smaller ones. As the war continued, larger carriers were built, and on 15 Apr 1945 the large aircraft carrier designation (CVB) came into existence. Thus by the end of the war there were three classifications for carriers—CVL, CV and CVB.

On 1 Oct 1952 all CVs and CVBs were changed to CVA, attack aircraft carrier. Antisubmarine support aircraft carrier (CVS) became a new designation in July 1953 and applied to those attack carriers assigned to ASW.

The last of the light carriers, USS *Saipan* (CVL 48) was decommissioned on 30 Dec 1957. The CVL designation was stricken from the register when, two years later, the classification of four support carriers and seven light carriers was changed to auxiliary aircraft transport, AVT.

During World War II another type of carrier came into existence, the escort or jeep carrier. There was always a need for planes and personnel overseas. And when a landing force went ashore, air support was needed until an airstrip could be built. The escort carriers supplied this support.

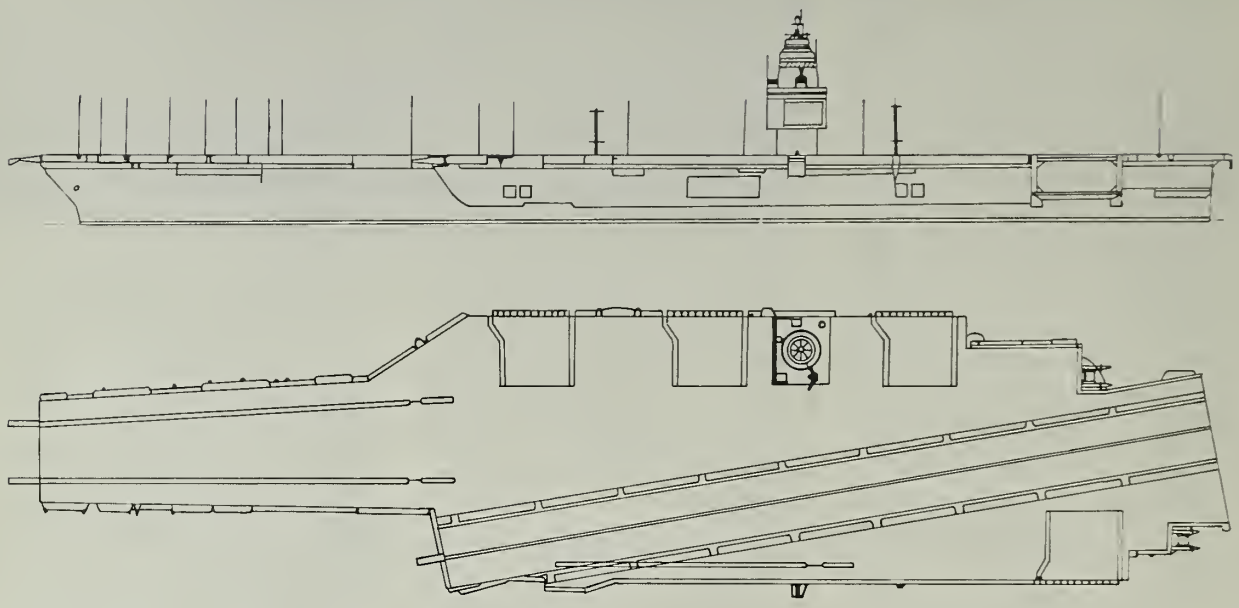
This type of ship began as aircraft escort vessel, AVG, and was first assigned 31 Mar 1941. The classification was changed to auxiliary aircraft carrier, ACV, on 20 Aug 1942, and on 15 Jul 1943 they received the familiar term CVE, escort aircraft carrier.

After 12 May 1955 some CVEs received the designation utility aircraft carrier (CVU, and others, escort helicopter aircraft carrier, CVHE). In July of that year *Thetis Bay* (CVE 90) became CVHA 1, and was the first move in the eventual disappearance of escort carriers from the Fleet. On 7 May 1959, 36 escort carriers (CVE, CVU and CVHE) were changed to cargo ship and aircraft ferry, AKV.

The first amphibious assault ships to be in commission were USS *Boxer* (LPH 4) and *Princeton* (LPH 5); both received their new classification from CVS in January 1959. USS *Thetis Bay* became LPH 6 in May of that year, followed by *Valley Forge* (LPH 8) in June 1961. Although USS *Iwo Jima* (LPH 2) and *Okinawa* (LPH 3) were not commissioned until 1961 and 1962, they were authorized before the older ships were reclassified.

VOICE OF COMMAND—*USS Wright* (CC 2), a former carrier, CVL 49, carries the most extensive communications facilities ever aboard ship.

Nuclear Carrier Enterprise



IN SEPTEMBER 1960, the nuclear-powered attack aircraft carrier USS *Enterprise* (CVAN 65) was christened, but when she moved out of her dry dock at Newport News, she still had a long way to go before she would be ready to join the Fleet. Ahead were many months of sea trials and putting on the finishing touches.

In October 1961, she finished her initial phase of sea trials. With her commissioning the following month, the long-awaited event was achieved —the blending of the strike power of jet aircraft and missiles with the nearly unlimited cruising range and staying power of nuclear propulsion.

Enterprise is the second Navy surface ship to be nuclear powered. The guided missile cruiser USS *Long Beach* (CGN 9), placed in commission in September 1961, was the first. The guided missile frigate USS *Bainbridge* (DLGN 25) became the third when she was commissioned in October 1962. A fourth, the frigate *Truxtun* (DLGN 35), will be commissioned sometime in early 1966.

As the world's largest warship, *Enterprise* is 1101 feet long, 252 feet across the flight deck, and displaces 85,000 tons.

Eight pressurized-water nuclear power plants enable *Enterprise* to operate for extended periods. (After steaming nearly 200,000 miles, the carrier, for the first time, is now being refueled in Newport News, Va.) In combination, her eight reactors constitute the largest U. S. nuclear installation ashore or afloat.

A few of the more tangible assets which nuclear propulsion provides for *Enterprise* include:

- Logistic support requirements are sharply reduced; her aviation fuel capacity is hundreds of thousands of gallons greater than that of conventional carriers, which must use much of the tank space to carry bunker oil for their engines.
- She is capable of sustained high speed, making her less vulnerable to submarine attack.
- Since stacks aren't needed, more electronic gear was installed. In addition, it is possible to close the ship more completely when under attack, thus reducing danger of atomic radiation to the crew. (Firerooms aboard conventional carriers depend upon outside air for operation and make it impossible to completely seal the ship in case of nuclear, biological or chemical attack.)
- With the elimination of stack gases, air turbulence is greatly reduced in the landing approach area. Such gases have created problems aboard conventional carriers when operating high-performance aircraft.
- Along with her greater endurance and speed, the carrier's strategic and tactical flexibility is greater because she does not have to depend upon the frequent resupply of fuel.

All this was demonstrated when *Enterprise*, *Long Beach* and *Bainbridge*, forming nuclear Task Force One, sailed around the world on Operation Sea Orbit. Before leaving the Med, all three ships had taken on provisions and did not do so again until they reached the east coast of the United States.

Although an operation such as Sea Orbit would, theoretically, be child's play for nuclear powered vessels, the Navy wanted to be sure no unforeseen complications would arise during a long cruise by such ships.

Sailing around Africa, Task Force One made its first in-port visit at Karachi, West Pakistan. From there, it went to Australia, New Zealand, around South America and home. Sixty-five days and 30,000 miles after Sea Orbit had begun, the three ships pulled into Norfolk.

The modern attack carrier is a mobile floating base for aircraft. Planes taking off from her deck, armed with air-to-ground and air-to-air missiles, can deliver either conventional or nuclear-tipped weapons.

Add the facts we've already mentioned—*Enterprise* can move these aircraft near any trouble spot and keep them operating for much longer stretches without stopping operations to replenish and refuel—and you get some idea of the firepower such a ship is capable of delivering.

THE GALLERY—*Rangermen* watch ship's divers during helicopter recovery.

Ranger Rescues an Angel

SHARKS have never been noted for their sociable tendencies, and most people make it a practice to avoid their company. But then, a guy can't always have life's little niceties.

A while back USS *Ranger* (CVA 61) was operating in the South China Sea when one of her helos had a little bad luck and ended up in the drink. The crew, all uninjured, were soon rescued by another *Ranger* angel. This left the helo bobbing upside down, suspended just below the surface by its emergency flotation gear.

Helos are worth quite a sackful of money, and though this one was a bit soggy it did not appear damaged beyond repair. Then too, the Navy would be very curious as to why the accident happened. So, when the crew members were safe aboard *Ranger*, salvage operations began on the copter.

USS *George K. MacKenzie* (DD 836) was the first ship on the scene. As she neared the downed bird a diver was sent out to bend a line onto the plane's tail wheel, which was conveniently protruding from the water.

In the meantime three of *Ranger's* explosive ordnance disposal divers had been down below climbing into their swimming gear and were now standing by. When the carrier arrived the divers entered the water and passed the helo's line to 40 *Ranger*men who pulled the bird alongside the number four elevator. They also inflated three life rafts inside the helo, making extra sure it wouldn't sink. Then, being very careful to avoid the sharp edges of the broken blades, they attached a manila line to the main rotor head.

Ranger Navymen on the hangar deck then attempted to right the helo by the old heave-ho method but, as it turned out, the sailor-power technique just couldn't cut the mustard. The operation was abandoned by the exhausted whitehats and the helo rolled a few degrees to its original position.

WHILE ALL THIS was in progress a large crowd of catwalk superintendents had gathered and were taking in the action. Generally speaking, working types ignore kibitzers completely, since they can seldom offer anything constructive. But every rule has its exceptions.

"Shark!" Someone hollered from a gun tub.

At precisely that moment the three divers were in the process of attaching a wire rope to the rotor head. While Marines discouraged the sharks with rifle fire the divers finished their job in a remarkably short time and scrambled back up the rope ladder to the elevator.

All three breathed a sigh of relief, happy to have *that* job over and done. They stood, dripping wet, and watched while the wire was attached to the boat crane winch, the winch began to spin, and the wire rope snapped.

This was obviously one of those days. There was nothing for it but to go back in the water and do the whole thing over again. While the Marines checked their weapons, the divers climbed back down the ladder. This time they intended to attach several cables. Heavy duty cables. Enough was enough.

No sooner had the divers entered the water than one of their finny friends appeared. The ropes were

TO THE RESCUE—Divers descend ladder to attach rope to rotor head.

attached in record time, but not before the Marines had driven off three interested sharks. Finally, the divers scrambled back aboard.

This time, when power was applied to the boat crane winch the helo slowly rolled over. Water poured out as she was lifted up. When the bird reached the hangar deck level a helo mechanic climbed aboard and dropped the landing gear. Three hours after the crash, the helo was back aboard.

A tip of the whitehat to the *Ranger* divers, Ensign Dennis P. Rejda, Chief Torpedoman's Mate Gerald C. Evans and Aviation Structural Mechanic First Class Jay C. Irving, for a fine job.

COPTER rests on the elevator.

Ships and Planes

Aircraft Carriers

CVA 59 Class—USS Forrestal

CVAN 65 Cl

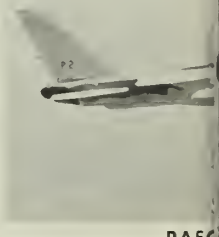
CVS 10 Class—USS Yorktown

CVS 11 Class—USS Intrepid

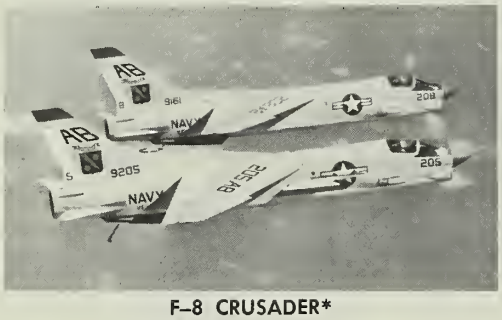
Carrier Based Navy Planes

Note: For simplification, series numbers of most models have been omitte

F–4 PHANTOM
Two-seated interceptor and attack bomber



RAS
Two-seated Navy



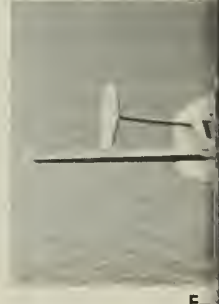
F–8 CRUSADER*
All-weather fighter

A–1 SKYRAIDER*
Prop-driven attack plane

E–2
All-weather ear

C–1 TRADER
Utility aircraft for supplies and personnel

A–4 SKYHAWK
Single-seated light attack bomber



E–
Early warnir

of the Carrier Navy

USS Enterprise

CVA 63 Class—USS Kitty Hawk

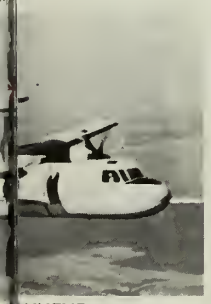
CVA 19 Class—USS Hancock

CVA 41 Class—USS Midway

* Being phased out.

ILANTE
naissance aircraft

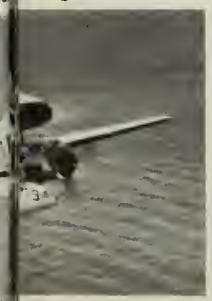
F–111
Proposed all-service interceptor/bomber



WKEYE
rning aircraft

A–3 SKYWARRIOR*
Heavy attack bomber

A–7
Proposed light attack aircraft



CER
vy aircraft

A–6 INTRUDER
Two-seated all-weather attack bomber

S–2 TRACKER
Four-seated submarine search and attack plane

Stand By to Launch

IT'S GOING to be a great day for flying.

"Flight quarters, flight quarters, all hands man your flight quarters stations." It doesn't matter which carrier you're on. The words are much the same and the boatswain has made the announcement many times before. The hour is usually early.

Up on the roof night check maintenancemen, who have spent the dark hours with their birds, close up tool boxes and head below to chow down and sack out.

The flight deck is quiet. High above the roof, jutting out from the after section of the island, the primary flight control booth is vacant. A few sleepy-eyed seamen are out for a stroll in the fresh air. They won't be there later.

It's going to be a great day for flying.

AIRDALES appear on deck. Flight quarters is called 90 minutes or so before the first launch, so there is no great rush. Everyone has time to tap the coffee pot.

They wear colored jerseys, either red, green, blue, brown, white, yellow or checkered. If you know the code you can tell their specialties and position on deck at a glance. Just now, most are bareheaded, their Mickey Mouse sound helmets swinging from their belts.

On the flight deck forward a handful of greenshirts snake out catapult bridles between the almost parallel shuttle tracks. After secure last night an intrepid young lad in a safety harness crawled out on the horns to retrieve the bridles which accumulated during yesterday's launches.

There are also two catapults back on the angle deck, but they won't be used this morning.

The green, cat-crew jerseys are stenciled with large C's, front and back. This distinguishes the men from the green shirted arresting gear crew, who are identified by an A, and squadron maintenancemen, who wear green with a wide black vertical stripe.

Scattered here and there about the flight deck are petty officers and officers in yellow jerseys. Regardless of their rate or rank, they are the elite of the flight deck corps. The commissioned types are the honchos—the Catapult Officer, Flight Deck Officer, Aircraft Handling Officer and assistants. The noncommissioned types are plane directors, usually rated aviation boatswain's mates who have earned their exalted positions through years of experience.

DURING air operations a signal from a man in a yellow jersey is an unquestionable order, obeyed explicitly by everyone from the senior pilot down to the greenest airman deuce. And if the senior pilot disagrees with a signal he'll argue the point later.

A Corpsman, decked out in a white jersey with a red cross, stands by beneath the big BEWARE OF PROPS AND JET BLAST sign on the island. Nearby, another Navyman is climbing into an asbestos hot suit. Sobering.

A few blueshirts may also be seen, though most are below. Many of the plane directors began their careers wearing blue. Down on the hangar deck, where there is no room for

SLOT MACHINE—Cat men, *USS Hancock* (CVA 19), attach bridle to *Skyhawk* as the steam pressure is built up.

Aircraft

tractors, they pushed aircraft, carried chocks and heavy chain tie-downs, and generally did what they were told by a hangar deck yellowshirt. Later on, a little older and much saltier, they moved to the blue shirt gang on the flight deck. Then, one day, they traded the blue jersey for yellow.

READY AND WAITING—Pilot gets set to go during seconds before launching.

LAST NIGHT, when air ops were secured, the birds were spotted on deck in preparation for the first launch. Two F4B *Phantoms* are now positioned over the cats and will be the first to go this morning. More aircraft are lined up behind the catapults: They will go next. A4E *Skyhawks* are lined up wingtip to wingtip along the angle deck, their blackened tail pipes extending over the side. A pack of A1H *Skyraiders* are back aft. A big RA-5C *Vigilante* is spotted in the patio between the number three and four elevators.

Redshirted Navymen drag heavy hoses across the deck as they fuel the birds for launch. When each aircraft is fueled the crew carefully records the number of pounds used. The figure will later be used to compute the total weight of the bird for cat shot.

On or near each plane is a brownshirt, a plane captain. Unlike the flight deck red, blue, green and yellowshirts, the brownshirt is not a member of the ship's company. He is attached to a squadron in the embarked air wing. As a line crewman, he is assigned one aircraft.

His bird is his responsibility. When it flies, he preflights it. When a corrosive accumulation of salt builds up on the plane, he washes it. He sees it is securely fastened to the deck with at least nine chain tiedowns. When it is moved, he sits in the cockpit and rides the brakes. During flight quarters he may leave it only if relieved by another brownshirt. When there's a lull, it is completely permissible for him to grab 40 winks . . . providing he curls up in the cockpit or on the wing.

A squadron Navyman usually receives his first flight deck experience as a brownshirt. Before coming aboard ship he is sent to airman's school, then goes through a shore-based training period with his squadron. Usually non-rated, the plane captain is supervised by an experienced line petty officer, generally either a chief or first class.

After a cruise or two topside the brownshirt makes rate and, like the blueshirt, trades his jersey for one of a different color. Then, as an experienced airdale, well aware of the idiosyncrasies of flying machines, he will be transferred to one of the squadron's maintenance shops.

THE AIR WING on board most deployed attack carriers consists of six squadrons plus several splinter

THAR SHE GOES—Catapult officer has just signaled and an A1 *Skyraider* streaks down cat on board *USS Ranger*.

BIRD MAN—Plane director gives taxi signals to A3 *Skywarrior* on flight deck.

groups, or detachments. There will be two all-weather fighter squadrons (designated VF), two jet light attack squadrons (VA), one jet medium attack squadron (VA) and a heavy recco-attack squadron (VAH). Detachments are groups of men and aircraft, transferred from a shore-based parent squadron, outfitted for a special mission such as photo reconnaissance, airborne early warning or electronic countermeasures.

A squadron may have as many as 20 pilots and crewmen, an LDO or two, and about 175 enlisted men. The majority of the enlisted men belong to maintenance crews and spend their time keeping the aircraft in an up status.

THE DAYS WHEN aviators simply kicked the tires and lit the fires are gone forever, and life is more complicated for everyone concerned. Squadron maintenance shops include power plants (for engine work), airframes (hydraulics and body), avionics (radio, radar and electricity), ordnance (bombs and rockets) and aviation equipment (parachutes, ejection seats and survival equipment). Most maintenancemen wear green jerseys with a broad vertical stripe down the front and back of each. Ordnancemen wear red with a black stripe, and squadron troubleshooters sometimes wear orange and white checks.

Major aircraft repairs—such as engine changes and extensive hydraulic work—are done below on the hangar deck. Minor repairs are performed wherever the plane happens to be spotted. Last minute minor discrepancies are corrected by troubleshooters, sometimes while the bird is on the cat waiting to be launched.

Launch time is drawing near, and there is increased activity throughout the air department. Topside, brownshirts are preflighting the go birds.

Phantom number 102 is tied down near the rear of the island, two planes behind the starboard cat. Using a printed check list, its brownshirt moves slowly around it, inspecting this, pulling on that, taking time to make a neat X in the box provided beside each preflight instruction. As he ducks under the tail he sees an accumulation of thin, reddish liquid. He takes a little on his hand and sniffs it. Hydraulic fluid. He folds up the incomplete check list and sticks it in his back pocket.

The word is passed to the line petty officer and relayed to the squadron maintenance chief. Greenshirted squadron hydraulics experts converge on 102 and, after a brief inspection, shake their heads.

THROUGHOUT the ship, status boards are changed. 102 is down for hydraulic leak. In flight deck control, where aircraft spots are indicated by two-dimensional model planes on a scale of the flight and hangar decks, the model representing 102 is turned over, red side up.

The aircraft handling officer studies the spot model for a moment and confers with the maintenance chief of the *Phantom's* squadron. The officer then steps through the hatch connecting the yellowshirt's lounge with flight deck control and attracts the attention of a plane director.

"Strike 102 down number three elevator."

Two minutes later a mule, driven by the yellowshirt and followed by three blueshirts, crosses the flight deck toward 102.

102's plane captain has been expecting them, and has removed all but three tiedowns. He is now sitting in the cockpit, ready to ride the brakes.

The blueshirts attach the mule's towbar to the *Phantom's* nose gear, knock off the remaining tiedowns, pull the chocks and walk beside the plane as the yellowshirt pulls it onto the elevator. Should something go wrong—like a sudden hard roll—the plane captain would stomp on the brakes and the blueshirts would slam the chocks under the main gear.

On the elevator the plane is tied down. Satisfied all is well, the yellowshirt gives thumbs up to the elevator phone talker in the catwalk. The klaxon horn sounds two warning blasts and the elevator descends to the hangar deck level.

A few moments later another *Phantom* is brought up the number three elevator and pulled into 102's position. On the hangar deck the airframes men are already tearing into the down bird. They should have it up in time for the second launch.

DOWN BELOW decks, in the squadron ready room, pilots in international orange flight suits have shown up for briefing. Weather information, both for the ship's operating area and nearby fields, is relayed to the ready room via teletype and recorded on clear plexiglass boards by phone talkers using grease pencils. Below the weather info the talker lists ranges and bearings to bingo fields—alternate landing strips.

At 30 minutes prior to launch, teletypes click off the command, "Pilots man your planes for event one." The aviators, loaded down with their G-suits, pistols, ammo, Mae Wests, maps, flight cards, clipboards, hardhats and other paraphernalia, head toward the flight deck. Airborne they may be speedy characters, but their load doesn't encourage sprinting under their own steam.

The flight deck is now fully manned. Steam wisps up around the catapult shuttles. Pri-fly is jammed and the air boss is sitting in front of the bull horn mike. The bystanders have vanished from the roof. The luckless seaman who wanders out there now without a jersey is very likely to find himself eyeball to eyeball with the air boss.

Aviators approach their birds and converse shortly with the plane captains, then conduct a preflight inspection while the brownshirts tag

along. When the pilot is convinced all is in order, he is strapped in by the plane captain.

"Now check chocks, tie downs, loose gear about the deck. Stand clear of props, intakes and tail pipes. Stand by to start engines." That's the bull horn talking.

Airdales don their sound helmets, fasten the chin straps securely and snap the goggles into place. The ship turns into the breeze and accelerates: soon a 35-knot wind is clipping down the deck.

"Start engines."

THE WHINE of jet starters breaks the relative silence, then changes to a roar as the JP fuel begins to burn.

The cat officer has taken his place on the bow, easily recognizable by his yellow jersey and extra large sound helmet, which houses a two-way radio. He stands with his arms folded against his chest, facing aft and leaning backwards against the wind. From now on all signals on the roof are made by hand, and the most crucial by the cat officer. He is not about to take the risk of scratching his nose.

The first aircraft are already attached to the shuttles and hold-back fittings, so the greenshirts cluster around the cat officer in the relatively safe center of the deck. In the catwalk a greenshirt is standing with his hands held above his head, well clear of the catapult trigger.

"Stand by to launch aircraft." Over the roar of jets, the bull horn is audible. It is an exception.

The cat officer faces the starboard cat, unfolds his hands and signals for tension on the bridle. The shuttle inches forward. The officer holds two fingers over his head, hesitates, then rotates his hand rapidly. The *Phantom* pilot pushes the throttle forward; his afterburner cuts in. After a quick instrument check, the aviator turns his head slightly toward the cat officer and snaps a salute.

The cat officer's hand comes down quickly in the direction of the bow. The deckedge greenshirt trips the trigger. The *Phantom* shoots off the bow, the bridle cracks against the horn, and a faint shudder passes through the ship as the shuttle hits the motor brake at the end of its run. Steam rises from the cat track and blows down the deck.

WHILE the cat officer turns to the plane on the port side, another *Phantom* is guided into position over the starboard shuttle and connected to the bridle by greenshirts. Still another plane—the one which replaced 102 a while back—taxies forward to take the standby position.

Around the cats the air is filled with steam and the hot, acrid stench of burning JP fuel.

As each aircraft taxies into the standby position, spreading its wings, flight deck troubleshooters in checkered shirts run out of their protected positions near the island. In the midst of the inferno they check the wing locks, tail hooks and external gear. Their assignment is to make a final check to ensure that the aircraft is ready for launch. If a minor discrepancy downs an aircraft on the cats, the troubleshooter is on the spot to remedy the situation.

Once the catapult launch has been completed the standby jets—manned and ready to replace aircraft which might have gone down on the cats—are taxied onto the starboard side, clearing the roof for the deck launch.

Prop aircraft are sometimes catted, but unless they are carrying a heavy load or the wind is down, they are deck launched. Today they will be deck launched.

A yellowshirted officer approaches the first prop scheduled to go, signals a two-finger turnup and—when he has received a salute—swings his arm forward. The pilot releases his brakes, applies full power, races down the deck and becomes airborne short of the bow.

WHEN THE LAUNCH is completed and the standbys taxi forward and cut their engines, the silence hurts your ears.

It'll be 50 minutes before the second event is launched, but there'll be little relaxation on the roof. The aircraft handling officer calls for his yellowshirts and gives them instructions for the respot.

Aircraft which went down during the launch and are still on flight deck must be moved below. Aircraft below which are scheduled for the next event must be moved topside.

A respot proceeds on the same order as those games played with toothpicks or matchsticks, when the object is to make a triangle from a double box, moving the toothpicks a minimum number of times.

Down on the hangar deck there is little room to operate. Aircraft are parked inches from one another, for all space must be utilized. Mules are out of the question, so the birds are pushed by blueshirt teams of ten or more men, directed by a yellowshirt. It's a touchy business, and painstaking care must be taken to avoid crunches. And to make things difficult, the aircraft to be taken topside is often in the back of the pack.

In about two hours—and after two more launches are completed—the birds which went out on the first flight will be due back. Everything on the flight deck will be towed forward and, when the recovery is complete, respotted once more for a launch.

Normally, flight operations can be expected to last eight or more hours, with flight quarters extending an hour and a half on both ends. Under combat conditions, or when the ship is undergoing its operational readinessness inspection before joining a deployed fleet, it lasts much longer.

The flight deck is not for playing ball.

—Jon Franklin, JO1, USN

GOING UP—*Crusader* is moved onto elevator after check in hangar deck.

START ENGINES

Pilot extends number of fingers to indicate engine desired. Signalman responds with similar gesture while rotating other hand in clockwise motion (if all clear).

ALL CLEAR

Initiated by pilot. Touch tip of index finger with tip of thumb. Taxi signalman responds with similar gesture if all is clear.

SLOW DOWN

Hands at waist level, palms down, execute downward patting motion.

SPREAD WINGS

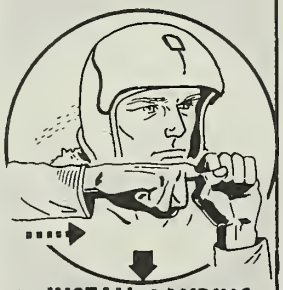
Arms hugged around shoulders then swept straight out to sides.

FOLD WINGS

Arms straight out at sides then swept forward and hugged around shoulders.

OPEN COWL FLAPS

Hands flat against sides of head, then "opened" by bringing thumbs outward and forward.



* INSTALL LANDING GEAR PINS (Safety Locks)

Initiated by pilot, Fingers of left hand rest on thumb to form ring, right forefinger suddenly inserted into ring. Signalman responds with similar gesture.

* REMOVE AUXILIARY POWER PLUG

Initiated by pilot. Extended thumb of right hand touches palm of left hand, then moves suddenly away from palm. Signalman responds with similar gesture.

* REMOVE LANDING GEAR PINS (Safety Locks)

Initiated by pilot. Fingers of left hand rest on thumb to form ring, right forefinger placed in ring and suddenly withdrawn. Signalman responds with similar gesture.

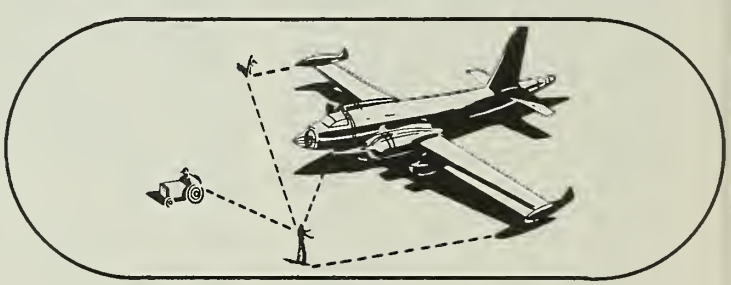
PULL CHOCKS

Pilot makes sweeping motion of the fists with thumb extended outward. Signalman sweeps fists apart at hip level with thumbs extended outward.

PLANE TALK

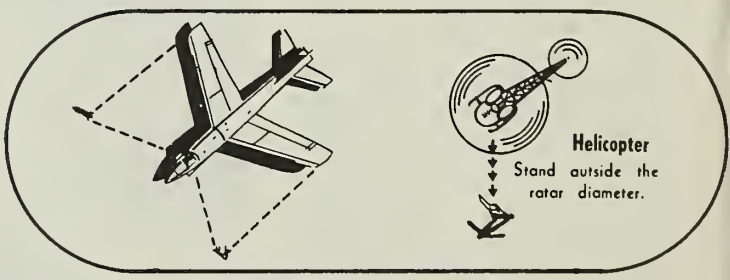
These standard aircraft taxi signals were adapted for use in *ALL HANDS Magazine* from material supplied by the Aviation Training Division in the Office of the Chief of Naval Operations.

*SIGNALS MARKED WITH * ARE NOT MADE WITH WANDS.*



Towing

To direct the towing of an aircraft, the taxi signalman will assume the same position as prescribed above, keeping the eyes of the pilot and the driver of the towing vehicle visible at all times. When necessary, an additional crewman will be stationed at the right wing tip. This crewman at all times will remain visible to the taxi signalman to whom he will direct all necessary signals.



Position of Taxi Signalmen

The taxi signalman, when directing the movement of aircraft, at all times will assume and maintain a position from which the eyes of the pilot are visible. The position will be on a line extending directly forward from the left wing tip, except when the assumption of this position is rendered inadvisable by special conditions such as might occur aboard a carrier.

Prepared by ALL HANDS Magazine

THE TAXI SIGNALMAN

The taxi signolman will indicate his readiness to assume guidance of the oircroft by extending both arms ot full length obove his heod, polms focing each other.

COME AHEAD

Honds at eye level, polms toward foce. Execute beckoning motion; rapidity of hand motions indicates speed desired of oircroft.

RIGHT TURN

Execute "Come Ahead" signal with right hand while pointing with left hond to the wheel which is to be braked.

LEFT TURN

Execute "Come Ahead" signal with left hand while pointing with right hand to wheel which is to be braked.

OPEN SPEED BRAKES

Right hand in front, fingers together, thumb against middle finger, then open the hond suddenly.

LOWER WING FLAPS

Hands in front, palms together horizontolly, then opened from wrists in alligotor-mouth foshion.

LOCK TAIL WHEEL

Honds together overhead, polms open from the wrist in a vertical V, then suddenly closed.

UNLOCK TAIL WHEEL

Hands together overheod, palms together then opened from the wrists to form a verticol V.

UP HOOK

Right fist, thumb extended upward, roised suddenly to meet horizontal polm of left hond.

CLOSE SPEED BRAKES

Right hond in front, polm cupped with thumb down, tip of thumb ond middle finger suddenly brought together.

RAISE WING FLAPS

Hands in front horizontolly with palms open from wrists then suddenly closed.

INSERT CHOCKS

Sweeps fists together ot hip level with thumbs extended and pointing inword.

CUT ENGINES

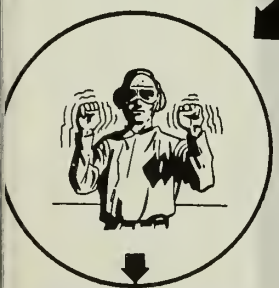
Hond drown ocross neck in "throot cutting" motion.

TURNOVER OF COMMAND

Both hands pointed at next succeeding taxi signalman, one hand extended and the other at chest.

STOP

Hands upraised to eye level, elbows flexed and palms toword oircraft os in o policemon's stop.



EMERGENCY STOP

Execute "Stop" signal except use fists.

EMERGENCY STOP

Night Operations

"Stop" signal will be made by crossing lighted wands before the foce of the taxi signolmon.

Night Operations

At night the taxi signolman will use two lighted wands exoctly as he would use his hands, giving the identical daytime taxi signals except that the "Emergency Stop" signal will be made by crossing wands before the face of the taxi signalman as noted above.

On the Shuttle

THE FIRST catapult launchings of aircraft from Navy ships were made back in the days when the 20th Century was a teen-ager. Some of the earliest launchings were made with hydraulic equipment. It was as exciting then as it is now.

A plane landing on one of our earlier carriers had to hit the deck in a narrow alley between two rails and hook one of several ropes that were laid across the deck and anchored to sandbags outside the rails.

The air Navy has come a long way in the half-century since that pioneering decade. About the only thing that remains the same is the thrill of adventure and the sense of accomplishment that is the way of life on the carrier Navy team.

Today aboard the typical heavy attack aircraft carrier—a floating city with a built-in airport—Navy aircraft driven by reciprocating engines generating thousands of horsepower, or by jet engines with thousands of pounds of thrust, are flung from the carrier by powerful steam catapults and arrested on landing by hydraulic arresting gear.

The four steam catapults on board, each over 250 feet long, are a great improvement over the hydraulic catapults of the past. Steam catapults, aside from their greater safety (there are no explosive fluids involved), provide an undiminished thrust along the full length of the catapult. They are better adapted to the launching of heavy jet airplanes, all of which must be launched at high speeds.

The CVA's flight deck, with an over-all length of 1,000 feet plus, has a 678-foot angled deck, providing not only greater safety and economy of landing operations, but also increased flexibility and speed. A two-runway system is provided, since aircraft can be launched from the forward catapults at the same time they are being recovered in the angled deck area.

CATMEN—Green-shirted carriermen of V2 Division have a rough job operating catapults, arresting gear, and barricade.

IN ORDER THAT you may be better informed on carrier catapulting and recovery let's take another look at the V2 Division.

The men of V2 Division are responsible for operation of the catapults, arresting gear, and the crash barricade.

Every crew member of this hard-working team goes about his work with an obvious sense of pride and real know-how. Most of them are mechanically inclined. Some were trained at the Navy's Aviation Boatswain's Mate School. Other crew members have received on-the-job training in the operation and repair of the catapult and arresting gear machinery.

The average flight deck crew

—And in the Groove

member is under 21 years of age, and he works around aircraft worth from one to four million dollars each —some cost as much as 12 million.

The men wear sound-reducing helmets to protect their ears from high-intensity sounds created by the carrier's modern aircraft. Goggles are worn to protect their eyes from jet blast and prop wash. They wear special flight deck shoes equipped with small suction caps which will allow them to move about on deck safely.

Those working below deck wear sound-powered phones to keep in constant communication with all stations throughout the ship's catapult and arresting gear machinery spaces.

This flight deck fraternity communicates by sign language. One set of signals is used for day flight operations, and another for night flights, aided by the use of red flashlights, and red or green illuminated wand signals (see page 22).

The men must live by safety rules. During slack periods, they get their share of safety lectures. On-the-job safety is a constant factor in their every action, because it may affect not only the Navyman himself but his shipmates too.

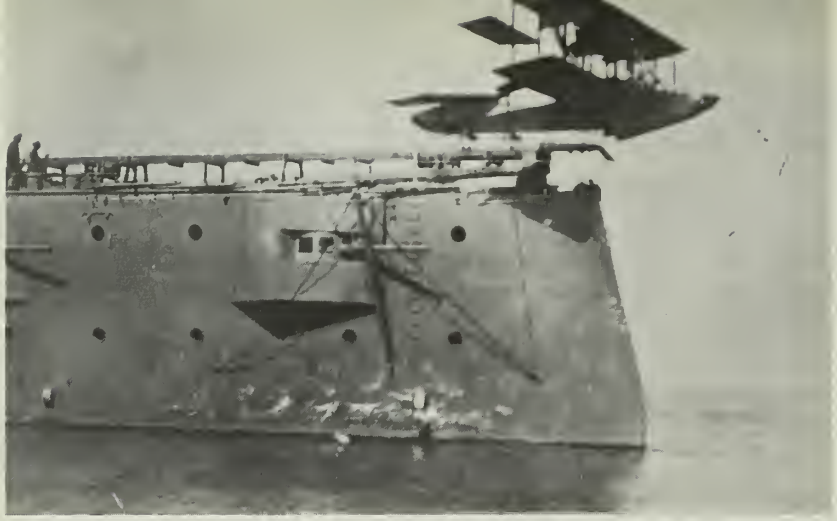
THE catapult and recovery team is on the job from the small hours of the morning preparing for an early morning launch, and doesn't usually get an all clear until late into the night. They may stay on station up to 72 hours, getting rest only on station and scheduling meals at irregular hours so the ship can meet its operational commitments.

Crew members might average approximately two to three hours of sleep in their bunks and might have to grab naps on a hot steel deck, or in a catwalk whenever they can.

There are 16 positions on each catapult that must be manned to launch an aircraft. Each man has a task which requires above-average intelligence and a great amount of courage. The crew operates the machinery during flight operations and, while others rest in the early morning hours, they inspect and repair the catapult for the next day's operations.

UNLESS YOU'VE SERVED aboard a carrier, you probably know very

GOOD SHOT—Jet streaks off *USS Shangri La* while ship is anchored. *Below:* Cat officer aboard *Forrestal* signals turn-up.



A STARTER—First catapult from Navy warship was in 1915 from *North Carolina*.

little about the barricade. Although aircraft are normally arrested by a "tail hook" catching one of four cables strung across the after portion of the flight deck, in case of an emergency, such as a missing wheel, a missing "tail hook" or a low fuel state, a "barricade" is used.

Let the arresting gear safety officer explain the purpose of the barricade. "If an aircraft is unable to lower its hook," he says, "the stanchions are raised after the arresting nets have been rigged between them. Upon landing, the aircraft is brought to a halt with a minimum of damage to plane and personnel or equipment on deck."

This may or may not be a record, but one team has erected a barrier in just one minute and 22 seconds. The barricade is 110 feet wide, 24 feet high, and the net weighs 2400 pounds. It costs approximately $10,000 and is good for one rescue.

Our representative CVA with its five arresting gears, four arresting cables, and one barricade recovers on an average of 155 planes during a 24-hour flight deck operation.

The basic concept of the arresting gear is simple. It provides the means of stopping in a short distance.

But it is still amazing to see a plane going at a speed of something approaching 150 miles an hour, then stopping in 310 feet.

HERE'S A THUMBNAIL report of the catapult and arresting gear crew in action, after the bull horn cracks, "Launch aircraft."

The flight deck director (wearing a yellow jersey) directs an aircraft to the catapult and places it in position behind the catapult to be launched.

The jet blast deflector operator raises the last jet blast deflector to protect others behind the jet engines.

Two crew members wearing green jerseys with "C" for catapult, roll under the plane's tail and attach the "holdback" fitting with the all-important tension bar that will restrain the plane against the 17-ton thrust. It will break only as the catapult is fired. At the same time, two other crew members called the bridle men, hook the 190-pound bridle to the tow hook of the aircraft. This is done under the watchful eyes of the hook-up PO.

The plane is then taxied as the holdback and bridle comes taut. The catapult spotting director receives a signal from the hook-up Petty Officer that the aircraft is ready to be tensioned for firing.

BELOW DECK, in a compartment where temperatures hover between 110 and 130 degrees at all times, the console operator sets the controls to put the catapult in first ready condition and bring up proper steam pressure, and regain cross-check for accuracy.

With correct steam pressure set below at the console, the deck edge operator gives a signal that he's ready for tension by raising one hand, extending his index finger.

The catapult spotting director gives the tension signal to the deck edge operator. After "tension" he passes control of the aircraft to the catapult officer.

The "cat" officer scans the aircraft, checking holdback, bridle, and a clear deck ahead. In the meantime the pilot, of course, is busy on his checkoff list and duties at the controls. The final check completed, the "cat" officer's hand strikes the deck. The deck edge operator pushes a red FIRE button and the aircraft is hurled forward as if from a huge slingshot.

The catapult is retracted after each shot to prepare for the next launching of aircraft.

A catapult can launch aircraft at the rate of one plane every 30 seconds. In an emergency all four catapults can be operated simultaneously.

DURING THE INTERIM there's another group of Navymen, bearing "A" on their green jerseys on the job. They are known as the arresting gear personnel. They work equally

EARLY TIMES—Aeroplane comes in for a landing aboard *Langley* in 1922.

long hours maintaining the huge Mark 7, Mod. 2, 3, "shock absorbers" that will bring the airborne aircraft to a smooth safe stop. The arresting gear which can be compared to a king-sized hydraulic brake, is capable of arresting 60,000 pounds of aircraft at a speed of 115 knots (add 30 knots wind for true speed).

The pilot follows the ship's fresnel lens and shoots for the number three cable (it's officially known as the target wire deck pendant purchase cable). The pilot lands with enough speed to take off from the deck in case he enters at the wrong angle, or the plane has some malfunction and the pilot misses the arresting wire cable.

The ship's topnotch maintenance crew have four wire cables inspected and ready for service. With aircraft coming in for a landing, the arresting officer shows a green light and the bull horn blares out. Although it's up to the landing signal officer to land aircraft, it's also the responsibility of the safety officer to identify the aircraft. He does this by the sound of its engine or by the plane's running lights and, as a recheck for safety, determines if it's the correct plane to land.

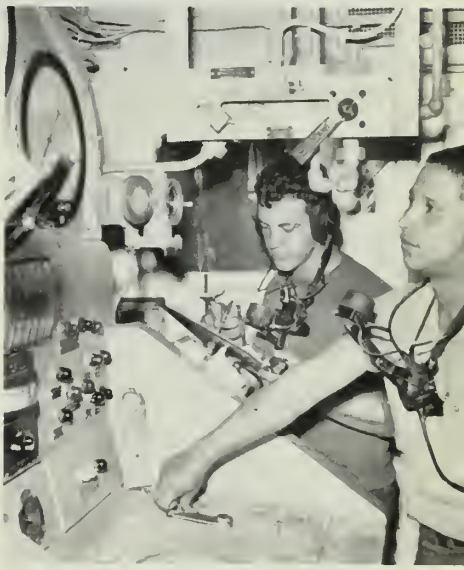
Before the pilot enters the landing pattern he reports what fuel he has on board, and a crew member in primary fly (which serves the same purpose as a control tower at a land-based airport) on board ship adds the fuel state to the weight of the plane. He calls the arresting gear engine room, where another crew sets the arresting gear machinery into motion, adjusting the braking action of the pendants according to the weight of the aircraft. When the plane is approaching, the pilot lowers a "tail hook" which will catch one of the cables, bringing the plane to a halt.

The arresting power of the cables is adjustable according to the weight of the aircraft landing.

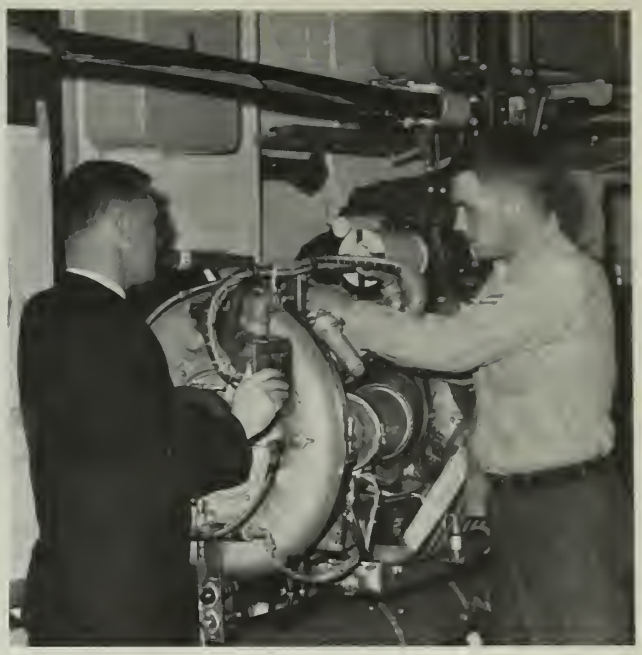
It is now time for our Navy crew to begin the entire operation again—and again. Once more they have demonstrated teamwork in carrying out just one of the many jobs that go to make up the mission of the modern Navy flattops—to launch and recover aircraft—to practice safety and demonstrate the ship's capabilities to a would-be aggressor.

—Richard A. Graddick, JOC, USN

GREEN SHIRTS watch *Vigilante* turn up on port catapult of *USS Saratoga*. *Below:* Catmen of *USS Independence* man console, heart of catapult's system.



ON THE MARK—Catapult's water brake operator keeps close, close check. *Rt:* Bridle tension is tested prior to launching.



TEAM WORK—*Dash* makes a test flight from DD. *Rt:* NAESU CTR assists T. F. Shea, EN1, in check of *Dash* engine.

Ever Heard of NAESU?

WHAT'S A NAESU? What's a NAESU engineer? And a NAESU CTR?

Although NAESU CTRs are well known at naval aviation units throughout the world, their appearance aboard ships other than carriers is met with some degree of curiosity.

Of course, if you ask someone in naval aviation, he will tell you that NAESU stands for Naval Aviation Engineering Service Unit. Its mission is "to provide field engineering assistance and instruction to naval aviation activities in the installation, maintenance, repair and operation of all types of aviation systems and equipment." Headquarters of this Navy activity is at Philadelphia, Pa.

Since 1943 NAESU's objective has been to assist the Fleet in attaining a high level of operational readiness and self-sufficiency.

Translated into more general terms, NAESU is an organization dedicated to service in the form of expert help with new or unfamiliar equipment and aircraft, recurring or unusual maintenance problems, and training programs. This service is provided by a field engineering task force, a headquarters administrative and support staff, and a monthly technical publication, *Digest of U. S. Naval Aviation Electronics.*

Twenty laboratories with operating avionics systems and equipment are maintained at headquarters to train and retrain field engineers in maintenance techniques and to evaluate or verify difficulties encountered by them in the field.

The NAESU engineer is a technical services representative contracted for by NAESU. He may be assigned to perform any engineering service his qualifications permit. To insure that the best service per dollar is provided for the Fleet, before he is accepted for such a position he is subject to rigid standards. (Selection of NAESU engineers is based on a

SEAL OF SERVICE—NAESU teams have been with the Fleet since 1943. *Below:* Destroyermen get the word on *Dash* controls from NAESU member.

written examination and an oral quiz which are so stringent that usually only one out of four candidates is found to be technically qualified and acceptable.)

The NAESU contract technical representative (CTR) is an employee of a commercial organization who has been especially trained in the installation, operation and maintenance of the equipment produced by his organization.

NAESU engineers and CTRs are full-fledged members of the Navy team and directly responsible to the Commanding Officer of the Unit to which they are assigned. Specific duties include some or all of the following:

- Furnishing on-the-job training and/or classroom instruction to Navy personnel in the installation, operation, maintenance and repair of aviation systems and equipment.
- Determining technical deficiencies and suggesting methods by which these deficiencies can be eliminated.
- Investigating failures and repairing equipments when such tasks are beyond the capabilities of Fleet personnel.
- Assisting in the installation of aircraft maintenance equipment in shipboard and shore station shops.
- Solving difficult maintenance problems and providing technical advice to the Fleet and government agencies.

Although these duties are the responsibility of each engineer, a group of representatives are normally stationed together as a team. For example, with the advent of *Dash* aboard destroyers and destroyer tenders at COMCRUDESLANT, five NAESU CTRs were assigned to furnish support for the operation. Investigating system failures, testing new equipment, evaluating system reliability, assisting and observing flight operations at sea, and conferring with staff personnel on *Dash* progress, are just some of the daily tasks performed by this group of experts.

The team at Newport, as well as personnel assigned to UTRON Three, UTRON Six, COMCRUDESPAC, COMCRUDESFLOT Four, COMSERVRON Six, MOTU Seven, are not confined to their respective areas. They are available, when and where needed, to assist with technical problems in the support of Fleet operational readiness. Needless to say the NAESU teams are nearly always on the go.

HOME NOW—*USS Forrestal* has returned to Norfolk after eight-month tour.

It Takes More Than Steel to Make a Carrier

There's more to this carrier business than may meet the eye at first glance. We have, for example, had occasion to mention briefly USS *Forrestal* (CVA 59) in the pages of this issue.

It just happens that *Forrestal* returned to Norfolk in March after an eight-month Mediterranean tour. During that time:

- She steamed over 50,000 miles.
- Her 118 pilots, in Carrier Air Wing 8, logged 17,000 hours in the air, made about 11,000 catapult takeoffs and arrested landings.
- She visited 10 ports: Genoa, Naples and Livorno, Italy; Barcelona, Valencia and Palma, Spain; Cannes, Frances; Istanbul, Turkey; Athens and Rhodes, Greece.
- Her crew of 4300 men were granted over 80,000 man-liberties in these ports.
- The movie library showed more than 3000 movies.
- The ship's 63 cooks prepared 2.6 million meals—about 12,000 per day. The crew consumed 215 pounds of coffee (in liquid form).

We do not, as a rule, quote the remarks of commanding officers upon their relief, but those of Captain Michael J. Hanley, Jr., USN, appear to be particularly appropriate:

"I leave this command with a newfound respect and admiration for the young generation of Americans. As you know, 80 per cent of the crew of *Forrestal* is of age 21 or under. We quite frequently hear or read that we should worry about this generation.

"Put your fears to rest. This generation is as smart, as tough physically, and as dedicated and determined as any generation America has ever known."

And at the present time, there are 26 U. S. aircraft carriers on active duty.

IN AND OUT—*Crusader* makes landing, *Skyhawk* readies on catapult.

Kearsarge Family Photos—One Century Apart

HISTORY has repeated itself for USS *Kearsarge*.

On 19 June 1864, the sloop of war USS *Kearsarge* sailed out of Cherbourg, France. In an ensuing naval engagement she defeated the Confederate commerce raider CSS *Alabama*. The city of New York gave that USS *Kearsarge* a letter of commendation.

On 19 June 1964, USS *Kearsarge* (CVS 33) began a Far East cruise in which she was engaged in operations off Vietnam with the U. S. Seventh Fleet. For her part in the operations, today's *Kearsarge* was awarded the Armed Forces Expeditionary Medal.

The officers in the lower picture were aligned as closely as possible to their predecessors in the picture at the top of the page.

In the upper picture, they are: Lieutenant Commander William H. Cushman, Chief Engineer; Lieutenant Commander A. Adams Smith, Paymaster; the individual looking through the group from behind is not identified; Captain John A. Winslow, Commanding Officer; Ezra Bartlett, Acting Master Mate; Daniel B. Sargent, Paymaster's Clerk; Lieutenant Commander James S. Thornton (no billet recorded on old photo); William H. Bodlam, Assistant Engineer; Henry McConnell, Assistant Engineer; James R. Wheeler, Acting Master; James C. Walter, Ship's Boatswain; Sidney L. Smith, Assistant Engineer; Frank A. Graham, Ship's Gunner; Charles C. Danforth, Acting Master's Mate; Ebben M. Stoddard, Acting Master; Fred L. Miller, Assistant Engineer; and Lieutenant Commander Q. Adams Smith, Surgeon.

Today's *Kearsarge* officers, below, are: Commander Ralph E. Wilson, Jr., Chief Engineer; Commander John J. Beckham, Supply Officer; Commander Michael Zustiak, Dental Officer; Captain Charles P. Muckenthaler, Commanding Officer; Lieutenant Clarence A. Morris, Administrative Assistant; Lieutenant (jg) William N. Winfield, Disbursing Officer, Commander Charles B. Hamilton, Operations Officer; Lieutenant Conrad A. Thiele, Engineering Electrical Assistant; Warrant Officer Horace G. Lenon, Chief Ship's Repair Technician (Engineering Dept.); Captain William J. Wacker, Executive Officer; Warrant Officer Joseph C. Windham, Chief Boatswain; Lieutenant Paul J. Gould, Engineering Main Propulsion Assistant; Lieutenant Commander John W. Bradford, Jr., Weapons Officer; Lieutenant Commander Herschel L. Plowman, Communications Officer; Commander Edward M. Haugh, Navigator; Lieutenant Eugene J. Schuster, Engineering Damage Control Assistant; and Lieutenant Commander Samuel Markarian, Medical Officer.

The three officers pictured on the carrier's gun mount (below) hold positions today for which there were no equivalents on the sloop. They are: Commander Jack Bent, Air Officer; Commander L. D. Bowen, Commanding Officer, Carrier Air Group 53, and Captain McLendon G. Morris, Commanding Officer, Marine Detachment.

USS *Ranger* Has an Operation at Sea

Boilermen from Ship Repair Facility, Subic Bay, P.I., completed a major dockside-type project as they restored an ailing boiler aboard the attack carrier USS *Ranger* (CVA 61).

What makes this assignment unusual is that they did it while the ship was at sea.

When *Ranger* experienced tube failure in one of her eight boilers, an urgent call for assistance went out to SRF Subic Bay.

Ordinarily, ships are returned to the yard when extensive boiler tube replacement is needed, but operational commitments and *Ranger's* schedule could not be revised. Adding to the difficulty was the requirement that the ship maintain a high condition of readiness to respond to such emergencies as the air strikes against North Vietnam on February 7 and 11.

The SRF workmen flew to the ship, assessed the job and accepted the challenge. As old tubes were being removed by welder's torch, over 400 new replacement tubes, ranging in length from 11 to 20 feet, were formed at SRF and ferried to the ship by jet and propeller aircraft.

Thousands of pounds of tools and parts, along with SRF personnel, were airlifted to *Ranger's* at-sea location. Numerous drilling cutters used in the superheater section made the round-trip flight for sharpening ashore.

Working two shifts around the clock, the boilermen continued the job despite 130-degree heat in confined fireroom working spaces.

For accomplishing a tough job, kudos go to Jose L. Deleon, Raynoldo Ching, Leopolda Padilla, Ramon Z. Somcio, Francisco Pacho and Napoleon Paclebar from Boiler Shop 41; Francisco Soriano, and Antonia DelaCruz from Welding Shop 26; Dimingo Aquino and Narciso Baylon from Safety Shop 6.

Vertical Take-Off Aircraft

The XC-142A, tri-service V/STOL transport, has completed its first vertical takeoff. The craft has been undergoing a test series since last September, but all previous takeoffs had been conventional, requiring a runway.

During early tests the plane succeeded in becoming airborne in less than 500 feet of runway though only 60 per cent of the available power was applied.

The aircraft, which features a tilting wing, is expected to fly horizontally at speeds of more than 430 mph. It is powered by four T-64 turboprop engines which drive four fiberglass wing propellers plus a tail rotor. The tail rotor is used for pitch control during hovering and transition to horizontal flight.

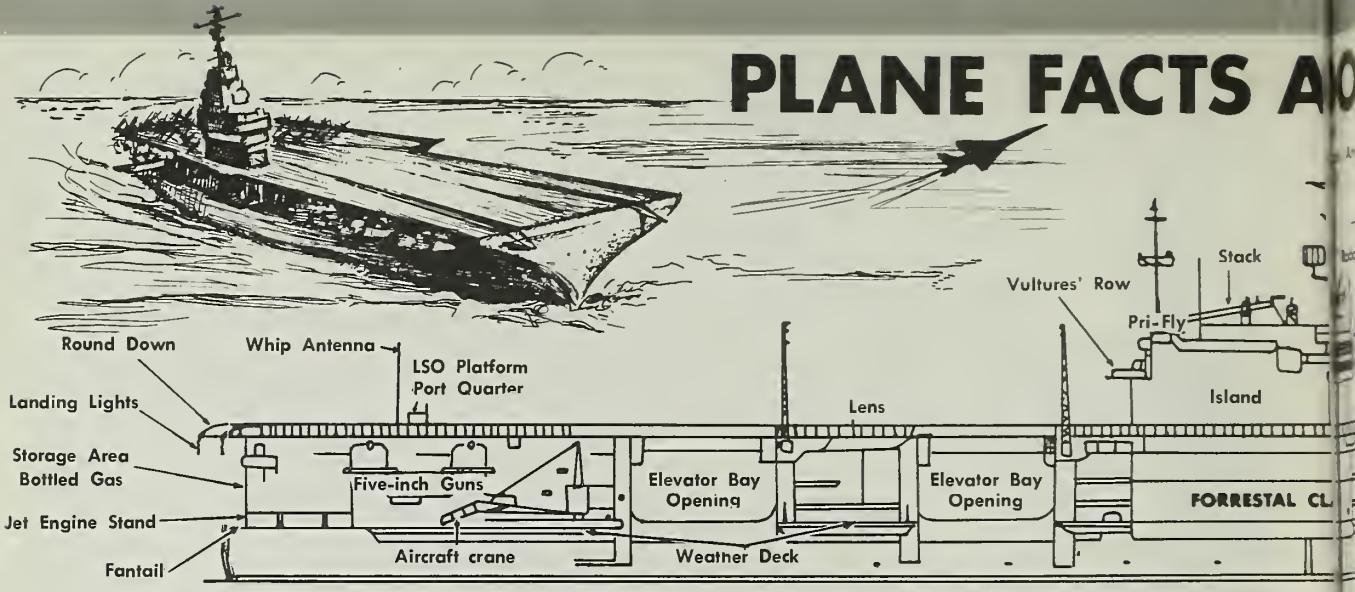
The engines are connected to the propellers by a system of cross shafting and gears which permits one or more engines to turn all five propellers. Because of this, the aircraft can remain stable enough to land vertically using only three of its four turbojets.

During the craft's maiden vertical takeoff and hovering maneuvers, altitude was purposely held to only five feet above the runway. The test was described as satisfactory and vertical flight to higher altitudes will be attempted later in the test series.

The Air Force is acting as developing agency for the Department of Defense in the V/ STOL transport project. When completed, the aircraft is expected to carry 32 fully equipped troops or 800 pounds of cargo. It will have an operational radius of 200 to 470 miles.

USS Keorsoge's officers posed for photo in 1864, again in 1964.

PLANE FACTS A



The Landi

Carrier Control Approach

Straight-in approach used for night instrument (IFR) landings.

Approach controller in CCA controls the letdown (penetration) from 10 to 40 miles out. Final controller takes over from 10 to 6 miles out. Precision controller directs plane six to one and one-half miles out. When pilots call 'meatball at one and one-quarter miles,' the LSO visually monitors the pilot's approach to a landing. The LSO is up on the pilot's radio frequency and can direct any last minute changes in the final landing approach.

Before recovery, the ship speeds up and turns into the wind to enable plane to land at a lower (slower) relative speed.

During last half of aircraft's 180° turn, pilot picks up meatball image in Fresnel Lens and maintains it on reference line to establish his rate of descent as he lines up angled deck visually.

180° Position
(Start turn to 'final').

Abeam Position

'Dirty' Flig
Slow Sp

600'—Landing Speed,
'Meatball' Visible
at 90° Position
Night/IFR—1000

One and one-half to
One and one-quarter miles

LSO

CCA Final Approach Lane and Glide Slope
(Night and IFR Recoveries)

Straight-in Approach

Jet pilots will always apply full power upon touchdown. This provides faster acceleration to regain flying speed for execution of a safe 'bolter' in case tailhook misses wire.

VFR (Daytime) Approach

800'

Catapult Launching Station

Final stages of recovery are monitored by the LSO.

Landing Signal Officer (LSO) Platform

Blast Deflectors

Fresnel Lens

Catapult No. 4

Plane touches down over arresting gear, and tailhook catches wire. Most all CVAs now employ four arresting cables.

Director

Guns

Barricade

Catapult No. 3

Approach Arc is Two Miles from Ship

(CVA—Four Cables)
Arresting Gear

Barricade stanchions (collapsed): plane should lose a tailhook, very low on fuel, or suffer mech ical failure, barricade net is rigg The plane makes a normal

Barricade

Arresting Gear Station

'Corral'

Round Down

Director

Sponsors

Guns

Crane

Elevator No. 4

'Patio'

Elevator No. 3

Flight De

Island

Status light (red and green) informs flight deck crew as to readiness for recovery. Red light may indicate fouled deck, (aircraft or personnel still on deck), incomplete ship's turn, or recovery system failure.

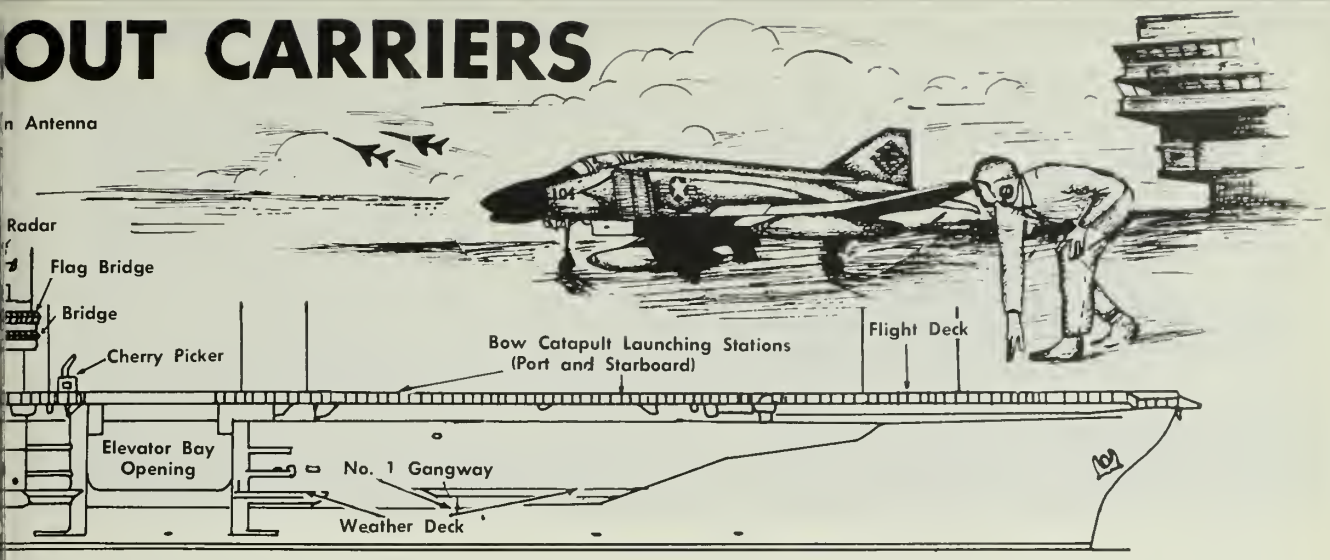
Primary Flight or Tower

Parking Area for Tractors

Gu

Prepared by ALL HANDS Magazine

OUT CARRIERS



g Pattern

ditions
00')

olter Flight Path

ght/IFR-1000

Descend to 600'

Descend to 600'

ne mile

900 15-Second Aircraft Break Interval (VFR Recovery Only)

Planes in the landing pattern fly one and one-half to two and one-quarter miles abeam of the ship and at 600 feet while slowing to landing speeds.

When incoming aircraft is abeam of the ship, the pri-fly officer readies crew and calls 'heads up.'

If tailhook catches wire, the plane comes to a stop abreast the island. Wire is disengaged from tailhook and retracted into arresting gear spools. Plane is taxied clear of the angled deck and the landing area is cleared and readied for the next plane. A normal landing interval is 35 seconds for day landings and 90 seconds for night landings.

If tailhook does not engage wire, plane flies off angled deck and rejoins the landing pattern. This is called a 'bolter.'

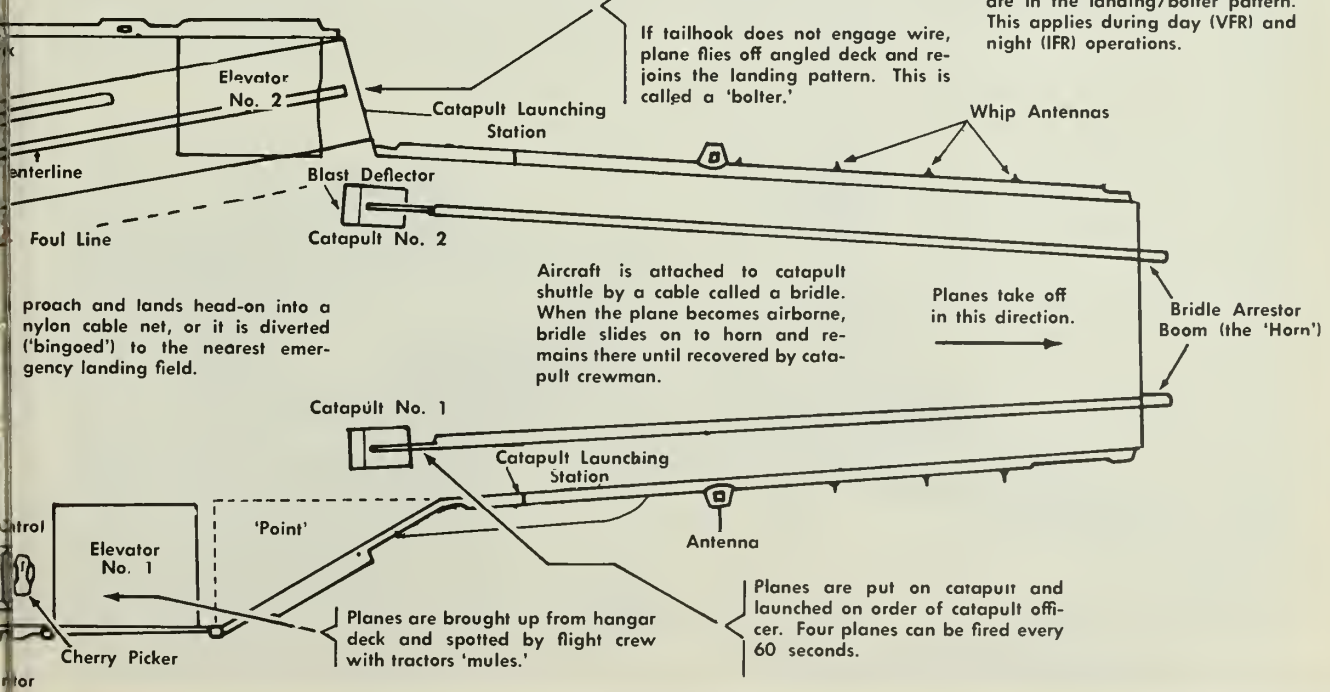
Daytime (VFR) Approach

Oval pattern used for visual (VFR) landings.

During visual flight rules (VFR), day operations and when planes are ready for landing, they enter a 600-foot left-hand racetrack pattern and fly this pattern in a 'dirty' condition (gear, hook and flaps down). Prop planes use approach speeds of 90- to 95-knots and jets use a 130- to 145-knot approach. Approach and landing speeds vary with type and weight of the aircraft.

Primary Flight Control

Pri-fly is ship's "tower." From primary flight control, the 'air boss' oversees and controls air operations. He may address flight deck crew over bullhorn or radio. He is responsible for all aircraft once they are in the landing/bolter pattern. This applies during day (VFR) and night (IFR) operations.



proach and lands head-on into a nylon cable net, or it is diverted ('bingoed') to the nearest emergency landing field.

Aircraft is attached to catapult shuttle by a cable called a bridle. When the plane becomes airborne, bridle slides on to horn and remains there until recovered by catapult crewman.

Planes take off in this direction.

Planes are brought up from hangar deck and spotted by flight crew with tractors 'mules.'

Planes are put on catapult and launched on order of catapult officer. Four planes can be fired every 60 seconds.

SERVICESCOPE

Brief news items about other branches of the armed services.

LONG RANGE reconnaissance plane, SR-71, can fly three times the speed of sound at altitudes up to 80,000 feet. Jet uses same J-58 engine as YF-12A interceptor, but has longer range. It is to be operational later this year.

AN ENGINE ANALYZER which predicts aircraft power plant failures before they occur is being flight-tested by the Air Force. The analyzer records turbojet engine performance during flight and allows maintenance men to diagnose problems before they become serious.

The equipment has been installed in two single-engine F-105D aircraft at Nellis AFB in Nevada and two F-4C twin-engine fighter bombers at Davis Monthan AFB in Arizona.

Engine operation is sampled frequently by the analyzer (once each second on the F-4C) which records on magnetic tape information such as compressor and turbine pressure, temperature and breather pressure. The tapes are monitored frequently by maintenance men who can use the statistics to determine whether the engine is safe to fly again or should first undergo repairs.

With the new system, unnecessary maintenance should be avoided, as will many engine failure accidents. The analyzing system is expected to substantially increase engine life, boost safety, and reduce maintenance costs.

The analyzer consists of two subsystems. One is a computer which determines engine condition, while the other is a digital recording device which will make a permanent record of performance in flight.

The tests are expected to last one year.

★ ★ ★

THE FIRST TEST FIRING of the Army's *Lance* ballistic missile has been conducted at White Sands Missile Range, N. Mex.

All test objectives were met as the battlefield missile was successfully fired from a non-tactical launcher.

Lance is being developed to fulfill the requirements for a mobile weapon system to replace the *Honest John* and possibly *Little John* missiles. It would complement division tube artillery and extend division commander capability for nuclear and non-nuclear supporting fire.

★ ★ ★

FOR THE SERVICEMAN who would like a "way-out" job, the Department of Defense may someday be able to offer duty on a military manned orbiting laboratory.

Possible designs and technical requirements for such a space vehicle are under consideration.

The military manned orbiting laboratory (MOL) might serve a variety of military purposes—for instance, as a space assembly and service station for other space vehicles, or possibly in other ways. Forthcoming studies by civilian contractors—guided by the results of preliminary studies already performed by the Air Force—will be directed toward determining just what a military man's potential usefulness in space might be.

In short, they might determine if the Navy, or any other service, will someday add a Space-vey section to its personnel distribution system.

AIR FORCE F-105 *Thunderchiefs*, all-weather Mach 2 jets, are seen during recent flight operations over Japan.

FAMILY PORTRAIT of new XH-51 helicopters shows XH-51N *(top)*, built for NASA; HX-51A, built under a joint Army-Navy program *(center)*; and winged version of XH-51A, which is fastest known rotorcraft, with speed of 242 mph.

AN AIRBORNE COMMAND POST has been aloft around the clock for more than four years, ready to assume direction of the Strategic Air Command bomber and missile force should ground control centers be destroyed.

The flying control center adds to the assurance that SAC forces can be controlled effectively in retaliation to any attack on the United States.

Jet tanker planes, equipped with several automated transmitter-receiver systems, are modified for this mission. Each carries a crew of four, plus a general officer (airborne emergency actions officer) and his staff of about 12.

While on station, the airborne command post maintains communication with SAC underground and alternate command posts and with the Air Force Command Post and the National Military Command Center in Washington, D.C.

Messages can be received and transmitted simultaneously on the communications equipment.

Three times daily an airborne command post departs Offutt Air Force Base, Nebraska, and remains on station until relieved. The missions are flown by EC-135C aircraft—long range, high performance planes with multiple aerial refueling capabilities.

★ ★ ★

THE ARMY HAS ACCEPTED the first weapon developed specifically for firing 40-mm grenades from helicopters.

Designated the M-5, the new weapon subsystem is designed to provide helicopters with a suppressive-fire capability. The 200-lb weapon fires a 40-mm high explosive grenade at the rate of more than 200 rounds per minute. Its effective range is 1500 meters.

Electrically driven, the M-5 can be operated by either the pilot or a gunner. Ammunition is fed through flexible chuting to the launcher from a storage box within the plane. The weapon is aimed through conventional sighting and fire control elements.

First delivery was made to the Aberdeen Proving Ground, Md., where initial testing and crew training is to be conducted. The M-5 is scheduled for delivery to field units later in the year.

HOT CYCLE research helicopter now under development gets power from hot gases jetted through tips of rotor blades.

Roundup on Medical Benefits

AS A NAVYMAN on active duty, you are entitled to some of the best medical care in the world. The care which is now your right also follows you into retirement as a privilege.

Not only are you eligible for medical care, but it is also provided under the Dependents' Medical Care Program for your wife and children and (with limitations) to your dependent parents and parents-in-law. If you should die, your widow (or widower) may still be eligible for medical care.

In dollars and cents, the value of this care is inestimable. If your dependents are never sick, you can consider yourself lucky. Moneywise, Medicare will still have saved you the cash you would otherwise have spent insuring them against a costly illness.

If your wife or children *do* need medical treatment, the program entitles them to receive the best of care available in uniformed services medical facilities and it costs you almost nothing. If a service hospital is not available or cannot give your dependents authorized treatment, civilian facilities may be used within certain limitations.

This is true whether hospitalization is required for a pregnancy or whether it is authorized for a rare ailment requiring costly surgery. The Navy is prepared to go to great lengths to see that your dependents receive the care to which they are entitled.

Not only does the Government pay for most of your wife's and children's medical care in civilian hospitals, it also pays most of the cost of both inpatient and outpatient maternity care and for outpatient treatment of bodily injury.

When you seek medical care for your wife or children from civilian sources at government expense, you should make sure the physician and hospital are participants in the Medicare Program before treatment is begun.

A physician or surgeon participating in the program must be legally licensed and qualified to prescribe and administer all drugs and to perform all surgical procedures.

A hospital, to qualify under the program (except in an emergency), must be an institution operated according to the local laws governing hospitals. It must also provide facilities for surgical and medical diagnosis, treatment and care of injured and sick persons by (or under the supervision of) one or more staff physicians or surgeons. Further, it must provide continuous 24-hour nursing service by registered graduate nurses.

When applying for any kind of medical care—at a service or civilian facility or by a civilian physician—dependents are required to present their Uniformed Services Identification and Privilege Card (DD Form 1173) as proof of their eligibility for authorized medical care.

All eligible dependents, except children under 10 years of age, will be issued a card upon application by their service sponsor.

In the case of a child under 10, the parent or guardian must furnish proper identification and certify to the child's eligibility. In some cases, such as when the child is under 10 and is living apart from his parents, a card may be issued to him.

Normally, dependents receive their cards through their sponsors. If the sponsor is unable or declines to fill out an application form for the card, his dependents can obtain the application form at any service installation and forward it to the sponsor's commanding officer for verification of eligibility.

The card must be turned in: (1) when it expires; (2) when a new card is issued; (3) when the sponsor dies, is discharged, retires or is released from active duty; (4) when the sponsor is officially placed in deserter status; or (5) when the dependency status is otherwise ended.

If the sponsor dies or retires, the dependent will be issued a new card indicating that medical care is authorized in uniformed services facilities only.

When a card is lost, report the loss immediately so a new card can be issued to replace it, and at the same time to enable the services to be on the alert against the improper use of the card by someone who finds it.

The Dependents' Medical Care Program is complicated and full of terms with which the layman is often unfamiliar. It has been the subject of several instructions and pamphlets.

So that Navymen and their dependents may better understand the benefits to which they are entitled, here are questions concerning Medicare together with their answers—in language which, we hope, requires no interpretation.

1. What is Medicare?

It is the term applied to the policies and procedures governing administration of the Dependents' Medical Care Act (Title 10, U. S. Code, Sections 1071-1085) insofar as it relates to care of dependents from civilian sources. Medicare supplements our armed services' medical facilities in providing certain care which otherwise would not be available.

Both medicare at civilian facilities and medical care at facilities of the uniformed services are part of the overall Dependents' Medical Care Program.

2. What is meant by a uniformed services medical facility?

Uniformed services medical facilities are so called because they include not only hospitals and dispensaries of the Army, Navy and Air Force, but also the hospitals and outpatient clinics of the Public Health Service, and the U. S. Coast Guard Academy Infirmary at New London, Conn.

3. Whom does the Dependents' Medical Care Act cover?

The act covers specified dependents of both living and deceased members of the uniformed services whether on active duty or retired (except those retired for non-regular service who served less than eight years on active duty).

4. Does Medicare cover all my dependents?

It covers those usually considered to be members of the immediate family group as follows:

- The wife of a male member or the husband of a female member (provided he depends on his wife for over one-half of his support).

for You and Your Dependents

• Unmarried, legitimate children of members provided they are under 21 years of age.

• Children over 21 but incapable of self-support because of mental or physical incapacity which existed before they became 21.

• Offspring under 23 who are enrolled in a full-time course of study in an approved institution of higher learning who are dependent upon their sponsors for over one-half of their support.

The definition of children also includes adopted children and stepchildren who are in the categories listed above for natural children.

Provisions of the Dependents' Medical Care Program (as distinguished from Medicare) also cover parents or parents-in-law who are dependent upon a military sponsor for more than one-half of their support and are residing in a dwelling place provided or maintained by the member.

To receive any benefits from the program, the unremarried widower of a deceased female service member must have been dependent upon the member at the time of her death for over one-half of his support because of a physical or mental incapacity.

5. Are my dependents eligible for care in both uniformed services and civilian medical facilities?

Your dependents are eligible if they bear a relationship to you as specified above and if you are serving on active duty pursuant to orders which specify a period of more than 30 days.

However, only your wife (or the husband of a female member) and children (as specified under question 4) are eligible for Medicare—that is, care in civilian facilities.

6. How about retired personnel, parents, parents-in-law, widows and widowers?

Retired personnel, parents, parents-in-law, unremarried widows and widowers who satisfy the conditions described above are eligible for care only in uniformed services medical facilities.

Such care is a privilege and not a right. It is dependent upon the availability of space and facilities. In all cases the medical needs of active duty personnel come first.

7. Are the provisions concerning medical care for retired personnel and their dependents based on any particular law? If so, what is that law?

The authority to provide this medical care for retired personnel and their dependents is contained in Sections 1074(b) and 1076(b), Title 10, United States Code, but, as already stated, it is subject to the availability of space, facilities and the capabilities of the local medical staff.

Not long ago a Department of Defense Study Group was established on Health Care for Retired Military Personnel and Their Dependents. In determining the obligation of the government, the study group concluded that the government has no absolute legal obligation to provide health care in uniformed services medical facilities for retired personnel and their dependents, and that the sections of the law authorizing such care are permissive in nature.

The study group's findings and recommendations have been made available to a House Armed Services Special Subcommittee and, in a recent report, the House subcommittee recommended the programming of beds for retired military personnel and their dependents in new hospital construction, based on projected workloads up to certain limits. Also under consideration are recommendations for additional legislation supporting retired military health care in an equitable manner.

8. I understand some dependents of active duty personnel are given a choice between military or civilian medical facilities while others are not. How is this determined?

The determining factor here is whether or not the dependents reside with their sponsor. Those who do reside with their sponsor must use uniformed services medical facilities if available and adequate. Those who reside apart may choose either uniformed services or civilian facilities.

Dependents are considered to reside with their sponsor if they live in the area to which he is assigned. Their eligibility is unaffected if their sponsor is at sea or on TAD from his assigned area. An assigned area includes the home port of your ship.

9. Does a change in my status or in that of my dependents affect their eligibility for Medicare?

Yes, indeed. If you are separated from the service for any reason except retirement, or are in a desertion status, your dependents lose their eligibility for both civilian and military care.

As mentioned before, your dependents lose eligibility for care in civilian facilities when you retire, but they remain eligible for care in uniformed services facilities provided such care doesn't interfere with the needs of active duty personnel.

If you die while on active duty, your dependents lose eligibility for civilian care while retaining eligibility for care in uniformed services facilities. There is, however, a provision for your wife, if she is pregnant at the time of your death. She is eligible to receive obstetrical and maternity care during that pregnancy from civilian sources.

Also, a dependent receiving authorized civilian medical care at the time of the sponsoring Navyman's death may continue to receive such care. The dependent may also receive civilian care if he is a victim of the same disaster or accident which has caused the Navyman's death.

Civilian care in both these latter circumstances, however, will be provided only until transfer to a uniformed services facility can be arranged.

The widower of a deceased female service member is eligible for care in service facilities after the death of his wife *provided he was receiving over one-half of his support from his wife because of his physical or mental incapacity at the time of her death.* (Note: The incapacity requirement was not a condition during his wife's lifetime.) *(Continued on the following page.)*

10. What if my wife and I are divarced? Da aur children lase their eligibility far Medicare?

Your divorced wife, of course, loses her eligibility, but your children's eligibility is unaffected. Subsequent adoption by a person not eligible for Medicare, however, would also end their eligibility.

11. Are there any circumstances under which my dependents wauld be eligible far care in civilian facilities even thaugh unifarmed services facilities are available?

Yes. The uniformed services facility may not be able to provide the care your dependent requires. In such cases, the uniformed services facility will make this determination and issue a Nonavailability Statement (DD Form 1251).

This statement certifies that adequate uniformed services facilities are unavailable for the care requested or required by the wife or child. The form can, of course, be used only for the illness or condition for which it is issued. It must also be used immediately.

12. Suppase my dependents rate a Nanavailability Statement. What da I da with it?

The statement must be presented to the sources of civilian care—both the attending physician and hospital.

Medicare Has a Big Heart

Lest anyone doubt that the Navy takes care of its own, consider the case of the 36 year-old wife of a Boatswain's Mate First Class. She was the mother of three children and had suffered from scarring of the heart valves as the result of a childhood case of rheumatic fever. Her condition became progressively worse until her most recent hospitalization at the Naval Hospital, San Diego, Calif. in July 1964.

The San Diego Naval Hospital performed diagnostic studies and found her condition serious—so serious in fact that her life was in danger. Nothing less than open heart surgery could save her.

This required replacement of three of her four heart valves with artificial plastic valves.

Open heart surgery was nothing new at the San Diego Hospital but this particular operation was especially complex. In fact, it had been performed successfully only at a university medical hospital by the doctor who designed the artificial heart valve.

More studies were made at San Diego by the thoracic surgery and cardiology branches and arrangements were made for the Navyman's wife to be transferred to the university hospital for surgery under the Dependents' Medical Care Program.

A direct flight on MATS was arranged from the Miramar Naval Air Station to Portland Air Force Base. The patient underwent surgery at the university hospital on 21 July and was returned on another MATS flight to San Diego on 13 September—doing nicely, thank you.

The Navy wife was the fifth person in the world to have undergone the highly specialized operation successfully. The Navy, the Air Force and the civilian medical community all cooperated to save her life—a cooperation made possible by the Dependents' Medical Care Program.

13. Are there any circumstances under which a Nanavailability Statement need nat be presented ta a civilian medical facility ar physician?

Yes. In an acute emergency requiring immediate treatment from civilian sources to preserve life or prevent undue suffering. Such a circumstance might result from an accident or sudden, severe illness.

Another exception: If your dependent is on a trip, and requires hospitalization, whoever signs the claim forms must certify that the dependent was "on trip." *Warning: This exception isn't to be used to evade the requirement for a Nonavailability Statement. If you abuse it, you are liable to have to pay the bill when it is presented.*

As mentioned before, civilian maternity care is given if required by an eligible wife whose husband has died on active duty, provided she was pregnant and eligible for Medicare benefits at the time of her husband's death.

In such circumstances, the widow must obtain a statement from the uniformed services official indicating that she is eligible for civilian maternity care.

14. Can a Nanavailability Statement be issued retraactively?

Yes. It can be issued after civilian care is begun or even after it is completed. As we said before, however, the determination is made by a uniformed services facility that the patient was eligible for the statement before his care began.

15. Daes a Nanavailability Statement guarantee gavernment payment at a civilian facility far my dependents?

No. It is simply the first step. All the statement does is serve as evidence that the care your dependent needs is not available from a reasonably accessible uniformed services medical facility. Other steps in establishing liability are given below.

16. What daes establish gavernment liability far my dependent's care in a civilian medical facility?

First of all, the care your dependent receives must be authorized under the Medicare Program (See answer to question 39).

If the care is authorized, the government's liability is determined from the diagnosis and from clinical information and/or certification furnished by the attending civilian physician.

17. What shauld I expect when civilian medical facilities are used?

When you apply for civilian medical care for your dependents, you should first ask the physician if he will accept your dependent as a patient under the program. If he will, you are not expected to pay for care authorized under the program, except for certain charges which will be explored later.

The government pays the physician for authorized care with a certification by the physician that there will be no additional charge to the dependent or sponsor for that care.

The physician signs such a certification on the claim form which he submits to the government for payment.

18. Are there any farms I shauld sign at a civilian medical ar dental facility?

Any civilian facility which accepts Medicare patients is supposed to provide DA Form 1863-1 and DA Form 1863-2. The first form covers services by civilian hospi-

tals, private nurses, anesthetists, physical therapists, etc., under Medicare. The other form covers services by civilian physicians and dentists under Medicare.

If a civilian physician does not have the forms, does not know where to get them or does not know how to fill them out, suggest that he contact the admissions office at the local hospital or the local medical association for information.

If a civilian hospital doesn't know about the forms, the admissions office can probably get the information it needs through local hospital insurance offices.

Dependents must indicate on the form whether they reside with or apart from their sponsor.

19. My dependents live in an overseas area and apart from me. Are they eligible for civilian medical care?

Your dependents have the same eligibility overseas as they have in the United States and Puerto Rico. Dependents living apart from their sponsor may choose only between civilian medical facilities which have been determined by the appropriate oversea commander to be professionally acceptable and those of the uniformed services. As always, civilian care is limited to the types authorized under the Medicare Program.

20. How about dependents residing with sponsors in oversea areas?

Even though they are eligible for civilian medical care, they must use a uniformed services facility if it is able to furnish the needed care. Otherwise, civilian care will be authorized under the program in accordance with procedures established by the overseas commander.

21. Are Nonavailability Statements required outside the United States and Puerto Rico?

No.

22. What kind of medical care is provided to dependents at uniformed services facilities?

If medical staff, space and facilities are available, the following medical care may be obtained: (1) Diagnosis; (2) treatment of acute medical and surgical conditions, contagious diseases and acute emergencies of any nature; (3) immunizations; (4) maternity and infant care; (5) also, in special and unusual cases, exceptions may be made for specific patients requiring care for chronic diseases and nervous or mental disorders. The commander of the service medical facility concerned has the authority to make such exceptions.

23. Can dependents also obtain drugs and medicinals at uniformed services medical facilities?

Yes, if they are available.

24. Specifically, what medical care is not provided to dependents at uniformed services medical facilities?

The following treatment is not provided for: (1) Chronic diseases (except for acute flareups or complications requiring active or definitive medical or surgical treatment); (2) nervous and mental disorders (except for diagnostic purposes); (3) unessential but personally desirable care (such as plastic surgery solely to improve appearance); and (4) domiciliary care usually provided in a nursing or convalescence home.

25. Is any other care excluded? What about glasses and hearing aids?

The exclusions on care are all listed above. However, dependents are not provided artificial limbs or eyes, hearing aids, orthopedic footwear and spectacles.

Outside the United States, however, and in some remote areas within the United States where these items are not available from private sources, they will be sold at cost to dependents if they are available from government stocks.

Ambulance service is also excluded (except government ambulance in an acute emergency which is determined by the medical officer in charge).

26. How about a physician's house calls. Are they excluded?

House calls are excluded except in special and unusual cases where it is determined by the medical officer in charge that they are medically necessary.

27. Is dental care authorized for my dependents?

Not in the 50 United States, except in areas specifically designated by the Secretary of Defense as remote. In such areas, dental care may be given to dependents on a space available basis. If your dependent is suffering undue pain, he may receive emergency treatment at a uniformed facility to obtain relief. Permanent fillings, bridges and dentures, however, are not authorized.

28. How about dental care for dependents outside the 50 United States?

It is authorized at all uniformed services facilities on a space-available basis. The commander of the medical or dental facility concerned makes this determination.

29. Are dependents charged for the use of a uniformed services medical facility?

There is no charge made for inpatient *care* at a uniformed services hospital but your dependents are charged for their subsistence at the rate of $1.75 per day.

If they are outpatients, there is no subsistence, therefore no charge. Dental care, when authorized, is also without charge.

30. When hospitalization of dependents at a civilian medical facility is called for, are private accommodations authorized?

No. Semiprivate accommodations are authorized. This means a room with from two to four beds.

31. Is there a limit to the length of hospitalization in a civilian facility?

Yes; 365 days. However, in special and unusual cases, when transferring the patient to a service facility is not feasible, the Surgeon General is authorized to grant a 90-day extension.

32. Is there any limit to the type of treatment given to dependents at civilian medical facilities?

Yes, but the base is very broad. Treatment for dependents at civilian hospitals is authorized for: (1) Acute medical conditions. This includes acute emotional disorders described in answer 35. (2) Treatment for contagious diseases. (3) If surgery is medically indicated by the physician in charge, it is included. For some types of surgery, however, there are conditions attached (see answer to question 39.) (4) Complete obstetrical and maternity care is authorized. This includes *in-hospital* care of the newborn infant. Infants born in a home or an office may receive the authorized care they need on an outpatient basis during a period

not to exceed 10 days following the date of delivery. However, no routine outpatient follow-up checks or care of infants are authorized after discharge from the hospital. (5) If the attending physician certifies the need of private-duty nursing, the government will provide partial coverage. (6) X-ray, radium or radioisotope therapy is authorized on an outpatient basis provided such therapy was begun or prescribed during a period of hospitalization. (7) Outpatient medical and surgical treatment of bodily injuries is authorized. (8) Services of a nurse anesthetist are authorized if the attending physician certifies the services were required for proper treatment of the patient. (9) Services of a physical therapist during hospitalization are authorized and also on an outpatient basis for a limited period following discharge from hospitalization for surgery when the attending physician certifies that they are required for the proper care and treatment of the patient.

33. You mentianed a limitatian an the treatment af ematianal disarders at civilian medical facilities. What are they?

First of all, the disorder must be acute and it must constitute an emergency that threatens the life or health of the patient.

34. Is there any time limitatian on treatment af dependents far an ematianal disarder?

Yes, the disorder will be treated until it subsides or until arrangements can be made for care at other than government expense, whichever comes first. In any case, hospitalization at government expense will not exceed 21 days.

35. Specifically what type of emotional disorder, if any, falls within the Medicare Program?

To qualify under the program, the disorder must fall into one of these categories: (1) An acute emotional disorder complicating pregnancy or occurring within six weeks after delivery; (2) an acute emotional disorder that necessitates immediate hospitalization to protect the patient's life or health; or (3) an acute emotional disorder arising during hospitalization for another condition that qualifies under Medicare.

36. Is an extension ever granted beyand the maximum 21-day limit an treatment af emotianal disarders?

Requests for extension are considered on a case by case basis when there are overriding circumstances. For instance, the dependent's sponsor may have been absent on an overseas assignment and could not complete transfer arrangements within the specified time limitation.

37. Ta whom shauld requests far extensian beyand the 21-day limitatian an treatment of ematianal disarders be sent?

For dependents who are stationed outside the United States and Puerto Rico, the appropriate overseas commander has the authority to make this determination.

Requests for extension of treatment of acute emotional disorders in the United States and Puerto Rico should be made by the sponsor, the dependent or other representative to the Contracting Officer, Office of the Surgeon General, U. S. Army, Denver, Colo. 80240.

38. What infarmatian shauld be included in the request for extending the treatment of acute ematianal disarders?

To be considered, the request must contain or be accompanied by the following information: (1) Length of time for which the extension is requested; (2) full name of the patient and his relationship to the sponsor; (3) the sponsor's name, rank, serial number, branch of service and duty station; (4) the name(s) and address(es) of hospital(s) furnishing care; (5) date(s) of admission to hospital(s) and address(es) of hospital(s) furnishing care; (6) date(s) of admission to hospital(s); (7) physician's statement giving diagnosis, circumstances of admission and brief description of course of treatment for the acute phase of the disorder; (8) reason(s) why suitable arrangements can't or could not be made for care at other than government expense within the first 21 days; and (9) an estimate of time required to complete suitable arrangements.

39. What types af surgical care are specifically authorized at civilian medical facilities?

There are several types authorized but surgery must be rendered under the conditions stated. The following types of surgery are some that are specifically authorized: (1) Eyes—for aiding or improving vision impaired by glaucoma, cataracts, strabismus (cross-eyes) or other conditions. (2) Ears—for the restoration or improvement of hearing. (3) Harelip and/or cleft palate—for initial repairs and for subsequent repairs known and established as a requirement at the time of original surgery. Subsequent revisions are not authorized. (4) Plastic surgery of the nose—for the improvement of breathing only. (5) Skeletal defects such as club foot or a congenital dislocated hip, but only when surgical treatment is required as an *inhospital* patient to improve function. Care normally provided on an outpatient basis and not requiring hospitalization is not authorized. (6) Fingers and toes—removal of superfluous fingers and toes and correction of conditions in which two or more fingers or toes are wholly or partly united are authorized only for the improvement of function. (7) Scars—treatment is authorized only when they are ulcerated or there is clinical evidence of malignancy or when the scar impairs some function. (8) Tumors, cysts, plantar and other warts, wartlike growths, birthmarks and moles—surgical removal only if they are bleeding, ulcerated, painful, show clinical evidence of malignancy or impair functioning. (9) Plastic surgery of the breast—Only when severe pain or marked disability is present. (10) Sterilization procedures—only when, in the opinion of the attending and consulting physicians, such a procedure is necessary to the proper management of a medical or surgical condition for which treatment is authorized. No other reasons are valid for payment under Medicare.

40. Is there any medical care which is specifically excluded from the Medicare Pragram?

Yes. Most exclusions have been given or implied elsewhere but here are some examples of specific types of care not authorized from civilian sources: (1) Surgical care requested by the patient but which is not medically indicated. Examples are cosmetic surgery for psychological reasons or to improve appearance; (2) congenital defects of the skeletal or nervous systems which are readily identifiable as being chronic and longstanding; (3) sterilization for socio-economic reasons; (4) procedures designed to correct infertility or sterility; (5) removal of tattoos; (6) treatment of nervous and mental disorders (except 21 days' hospitalization for acute emo-

tional disorders constituting an emergency); (7) treatment of chronic diseases (except for acute flareups or acute complications requiring hospital treatment or for inpatient surgery to improve functions); (8) care normally given by nursing or convalescence homes; (9) visits by or to a physician for examination of an infant, born in a hospital, after the infant's release from the hospital; (10) civilian ambulance service; (11) prosthetic devices such as artificial limbs, artificial eyes, hearing aids, orthopedic footwear, spectacles and similar medical supports or aids; (12) hospitalization solely for diagnostic purposes when patients are not acutely ill or when diagnostic surveys are not followed by in-hospital surgery; (13) treatment of nonacute medical conditions such as infertility or sterility, tests to determine pregnancy, and others; and (14) tests and procedures such as psychological, psychometric or intelligence measuring tests; speech and/or hearing therapy; remedial reading; vision correction training; child guidance therapy.

41. What restrictions are there on outpatient care from civilian sources?

Unlike our service medical facilities where outpatient care is usually limited only by a facility's capability to give the required care, outpatient treatment and procedures obtainable at government expense from civilian sources are very limited.

The law and implementing regulations are very specific in this regard and (except for specified exceptions) the government will not pay for civilian outpatient care regardless of circumstances, emergency or the nonavailability of a uniformed services medical facility.

The authorized exceptions apply to: (1) Obstetrical and maternity care; (2) care of infants born outside a hospital (limited to 10 days following delivery); (3) treatment of bodily injuries—defined as fractures, dislocations, lacerations and other wounds); (4) services required of a physician or surgeon prior to and following *hospitalization* for a bodily injury or surgical operation; and (5) X-ray, radium or radioisotope treatment *prescribed during a period of hospitalization.*

42. Specifically, what dental care is authorized in civilian facilities?

It must be care which is considered to be adjunctive —in other words, the dependent must be hospitalized for some other medical or surgical conditions, the treatment of which requires dental care.

Outpatient treatment of fractures, dislocations, lacerations and other wounds normally cared for by dentists may also be paid for by the government.

As mentioned before, the government does not pay for artificial teeth, bridges, fillings, straightening teeth or prolonged treatment of the gums.

43. What drugs and medicines are available to dependents from civilian sources under Medicare?

Only medications furnished by a hospital during the dependent's hospitalization. These are included in the hospital bill. The government does not pay for medications prescribed by a physician or dentist and dispensed on an outpatient basis and procured from civilian sources. There is an exception, however. A physician or a dentist furnishing authorized care may include *in his bill* the cost to him of drugs administered by injection which are directly related to the treatment being furnished.

44. Who pays for transportation when a dependent is transferred from a civilian hospital to a uniformed services medical facility or from one USMF to another?

Whenever possible, the transfer will be made by government transportation. If government transportation isn't available, the transfer is made at the patient's expense. Use of commercial transportation for this purpose is not authorized.

45. In case I have any other questions concerning the Dependents' Medical Care Program, where can I go to find the answers?

We hope that these questions and their answers will satisfy most points concerning the care to which your dependents are entitled under the Program.

However, in the event that you may not have found the answer to your specific question, the governing word, as far as Navymen are concerned, can be found in SecNav Inst. 6320.8B. You might also refer to the reprint of the special issue of ALL HANDS, "Rights and Benefits of Navymen and Their Dependents" (NavPers 15885-B). A short DOD pamphlet entitled "Dependents' Medical Care Program" is also available at naval hospitals or your personnel office.

Navy Helps Flood Victims

Armed Forces' assistance during the northern California floods in December 1964 involved one of the largest helicopter relief operations in history, according to statistics which have now been assembled.

Navy, Marine Corps, Army, Air Force and Coast Guard units all had their share of work. When northern California was flooded, military helicopters flew more than 200 missions, evacuated 500 persons and delivered 194,600 pounds of emergency supplies during the first five days of the disaster.

In the early days of the flood two ships, about 75 aircraft and some 3000 men were rushed to assist the flood victims.

The antisubmarine support aircraft carrier USS *Bennington* (CVS 20), serving as a helicopter base, carried 20 Marine Corps helos from El Toro, Calif., and plenty of emergency supplies. Bad weather limited helicopter operations until 26 December, when a mass airlift of badly needed supplies was made to the stricken areas. Even then rain, sleet, snow and fog continued to plague the operations.

The Naval Reserve escort ship USS *Walton* (DE 361), sailing from San Francisco, arrived at the Fields Landing Coast Guard Base near Eureka on Christmas day. She carried radio gear, emergency electrical equipment, 1000 blankets, 2500 cases of C rations and 600 pounds of medical supplies.

Three men from Naval Schools Command, Treasure Island, and one man from the Naval Communications Center, San Francisco, volunteered to establish an emergency communications station near Eureka. It took them all night to set up, but the day after they were flown in, they had an amateur radio facility operating in the Red Cross Disaster Control Headquarters to expedite rescues.

LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

You Could Rate 5.0 in Early Days

SIR: I have been selected to give a presentation concerning enlisted performance evaluations in conjunction with my command's leadership program. I believe the talk would be more interesting if I could include a brief history of performance evaluations—can you help out?—W. R. J., PN1, USN.

• *As far as we can tell, enlisted performance evaluations began back in 1912 with a Bureau of Navigation letter which outlined a marking system for the Navy. Under this first system the highest mark you could earn was a 5.0. To receive an honorable discharge you had to earn at least 4.5 for sobriety and obedience and a proficiency mark of 3.0.*

An annual circular letter of 1 Jan 1918 provided for the 4.0 marking system. A mark of 3.0 in sobriety and obedience, and a proficiency mark of 2.75 became the determining factors for an honorable discharge.—ED.

Integration Uniform Allowance

SIR: I am interested to learn why personnel participating in the Integration program are not given a uniform allowance when they are commissioned. Newly appointed limited duty and warrant officers receive an allowance, as do NROTC students and PO1s upon making chief.

Those who compete successfully in the Integration program, however, are left to their own resources when it comes time to don the new uniform.

I feel we should receive equal privileges with other newly commissioned officers.—J. R. R.

• *While we might say we're inclined to agree with your last statement, the fact remains that as an Integration appointee you will not receive an allowance to finance the purchase of your new uniforms.*

Inequities of uniform allowances are recognized, and are the subject of much discussion in the Navy.

Warrant officers, LDOs and all Reserve officers receive uniform allowances because of the temporary nature of their appointments. No matter how long these officers actually serve in commissioned status, the fact that Reserve officers may serve on active duty for a limited period and that temporary officers might revert to enlisted status or accept release from active duty after relatively short service has been taken into consideration. Thus, they are not required to bear the full expense of $400 to $500 worth of uniforms.

Naval Academy graduates, NESEP graduates and Integration program selectees are not authorized a uniform allowance because of the expected permanent nature of their career status. Congress has ruled in the past that officers who are commissioned as Regulars should be expected to purchase their own uniforms, which will be their principal clothing for a full career.

However, recent legislation has authorized a uniform allowance for one category of Regular officers—those who are commissioned through the NROTC Regular program. The allowance was authorized in this case because the Regular program is comparable and closely associated with the NROTC Contract program, whose participants receive an allowance.

Situations do change, and further consideration might someday prompt legislation authorizing uniform allowances for all officers. But if this were to happen the payment probably would not be retroactive.—ED.

BACK AT IT—Frank Merrifield, SMSN, prepares to hoist signal flags aboard *USS Independence* (CVA 62) after finishing first in signal school class.

Readjustment Pay, Retired Pay

SIR: In your reply to C. E. C., HMC (January 1965 issue), you stated that Public Law 87-509 (concerning readjustment pay) applied only to Reservists who are involuntarily released from active duty after 28 Jun 1962.

I was released from active duty in June 1961 and received readjustment pay on the basis of one-half month's base pay times the number of years of active duty.

Then I was recalled in June 1962. And it appears now that I will qualify for active duty retirement. If so, will I have to repay that money received as readjustment pay, or will it be forgiven?—A. C. U., LCDR, USNR.

• *In your case the readjustment pay will not affect the amount of retired pay.*

This law applies only to those who were involuntarily released from active duty after 28 Jun 1962. Had you been released in, say, July 1962, you would have a deduction in your retired pay equal to 75 per cent of the amount you received as readjustment pay. But you received readjustment pay before the law became effective, and therefore are not subject to the deduction.—ED.

Path from ET to DS is Fraught

SIR: I'm an ET1 with four and a half years' service, and due for separation in May. I'd like to stay in, but as a data systems technician, rather than an electronics technician. If my request to cross-rate were granted as a reenlistment incentive, what schooling would I receive in the conversion process?—D. A. G., ET1, USN.

• *DS Class A school is 38 weeks in length. The first 28 weeks are given in the ET Class A school at Great Lakes, Ill. The remainder is given at Naval Schools Command, Mare Island, Calif.*

You should submit your request for change in rating in accordance with BuPers Inst. 1430.7D. But before you do, consider this:

The ET rating has been designated "hypercritical." As long as this situation continues, the Bureau probably will not approve any request for conversion out of the ET rating.

At the same time, the DS rating is top-heavy. Billet requirements for data systems technicians are in the process of being established. It will take time to determine the personnel requirements for this rating and, while these are being worked out, advancement in the DS rating will probably be somewhat curtailed near the top. To curb a further trend in this direction, input to the DS

rating is almost exclusively from the non-rated ranks through the DS Class A school.

So, besides the fact that your request to convert from ET to DS probably would not be honored, it appears that such a move might work to your immediate disadvantage if it were allowed.

We'd still like to see you stay in, though—ED.

Bonita Was a Bonny Boat

SIR: On page 54 of the October 1964 issue of ALL HANDS you mentioned a submarine named USS *Bonita* (SS 165).

Before the United States entered World War I, I was making a trip to Provincetown, Mass., on the old *Dorothy Bradford* when we passed close aboard a submarine named *Bonita*, bound from P-town to Boston.

Later I was told she was one of six submarines built for the Chilean navy, but taken over by the United States. If my memory serves me correctly, Great Britain also had something to do with this.

Could the *Bonita* I saw have been the same one you mentioned in October? If so, she was too small to be a fleet submarine.—J. M. Robertson, North Miami, Fla.

• *No, the sub you saw couldn't have been the same one, since SS 165 wasn't commissioned until 1926.*

Evidently, you saw the old SS 15, which was commissioned as USS Bonita *on 23 Nov 1909 at Quincy, Mass. Although she was officially redesignated* C-4 *in 1911, there's a good chance she might have continued to call herself* Bonita *after that.*

Altogether there were five "C Boats" commissioned between 1908 and 1910.

NEW AND TENDER—*Polaris* submarine tender, *Canopus* (AS 34) slides down the ways during launching.

On the surface they were designed to sputter along at a racy 10.5 knots, using a gasoline internal combustion engine. Submerged, they were supposed to do nine knots, traveling on battery power.

Whether or not they could actually reach their designed speed was a matter of some doubt, even in the minds of their builders. According to Fleet Admiral Chester W. Nimitz, who commanded one of Bonita's sister ships, the manufacturer's manual for a C Boat's engines began with a foreword something like this:

*"No matter what the designer and the builder may have planned for these engines—and no matter what the operator may try to do with them—*THE LAWS OF NATURE WILL PREVAIL IN THE END."

Despite such misgivings the C Boats did pretty well for themselves. Besides Bonita *they included* Octopus (*C 1*), Stingray (*C 2*) Tarpon (*C 3*) *and* Snapper (*C 5*).

All five of them operated along the East Coast until the spring of 1913, when they were ordered to Guantanamo Bay, Cuba. Later that year, accompanied by several surface ships, they completed a five-day 700-mile passage from Guantanamo to Cristobal, Canal Zone, to set a record for the longest cruise made up to that time by U.S. submarines operating under their own power.

From then on the five spent most of their time operating off Panama. They were all decommissioned at Coco Solo, C.Z. in 1919 and sold on 13 Apr 1920.

So far as we know threre was no connection between the C Boats and the government of Chile, but there was a group of six Holland type subs which may be the ones you're thinking of.

These boats were built without armament at the old Fore River yard in 1915. *Great Britain, which had ordered them, intended to arm them in Canada and commission them in the Royal Navy as* H 13, H 16, H 17, H 18, H 19 *and* H 20. *However, at that time Great Britain was one of the belligerents in*

TAKING A BREAK—Five submarines moor at Roosevelt Roads, Puerto Rico, after antisubmarine warfare exercises.

DECKED OUT—Ex-Navy carrier *USNS Croatan* is being operated by MSTS for the National Aeronautics and Space Administration to gather information on atmosphere and ionsophere as relayed from missiles fired off ship's stern.

World War I and the United States was still a neutral, so the U.S. government ordered the subs interned at Boston. They were not released until 1917, *when the United States entered the war.*

At that time Great Britain ceded them to Chile as partial repayment for some Chilean warships, under construction in England, which the British Navy had appropriated after the outbreak of war in 1914. The six subs were commissioned by Chile as Gualcolda, Tegualda, Rucumilla, Guale, Quidora *and* Fresia.

Does that clear things up?—ED.

Only One Geneva ID Card

SIR: During a recent administrative inspection our ship's office received a discrepancy for preparing only one Geneva Conventions Identification Card for each man.

But as I understand *BuPers Manual,* Article B-2106, only one such ID card will be prepared for naval personnel. If they are captured, they surrender this card to the enemy. The Armed Forces ID Card, DD Form 2N(Active), will be retained by the individual at all times for identification. What do you say?—R. C. M., YN1, USN.

• *On the basis of your comments it looks as though you are correct.*

The Geneva Conventions of 1949 require that two identification cards be issued to any service member who is liable to become a prisoner of war—that is, if he is stationed anywhere outside the U. S. To satisfy this requirement, each service member on active duty, no matter where he may be, is issued the Armed Forces Identification Card, DD Form 2N(Active) as described in Article B-2103, "BuPers Manual," and when a member receives orders to an overseas station or deploys with a Fleet unit, he is issued, according to Article B-2106, one Geneva Conventions Card—a total of two cards.

If he is captured, the member surrenders the Geneva Conventions Card to the enemy, and keeps the Armed Forces Identification Card on his person at all times.—ED.

Medals Are Not Hereditary

SIR: I have a friend, an active duty Navyman, whose deceased father was a Medal of Honor winner. I have heard some scuttlebut about his being authorized to wear the medal in honor of his father. If so, when?

Also, is it true a Medal of Honor rates a salute when worn by an enlisted man?—C. R. O., PN3, USN.

• *No to both questions.*

Wearing any decorations or medals by persons other than those to whom the awards were given is not only unauthorized but illegal, and the wearer would be subject to fine or imprisonment. This includes the wearing of the Medal of Honor by the next of kin.

As for the saluting . . . we've been through this before. A Medal of Honor—or the medal winner—does not rate a salute. The impression it does rate one probably stems from an old custom in the Army, when the Medal of Honor ceremonies included a regimental or brigade parade. The recipient stood beside the officer receiving the "pass in review" and, with that officer, returned the salutes of the unit commanders as they passed.—ED.

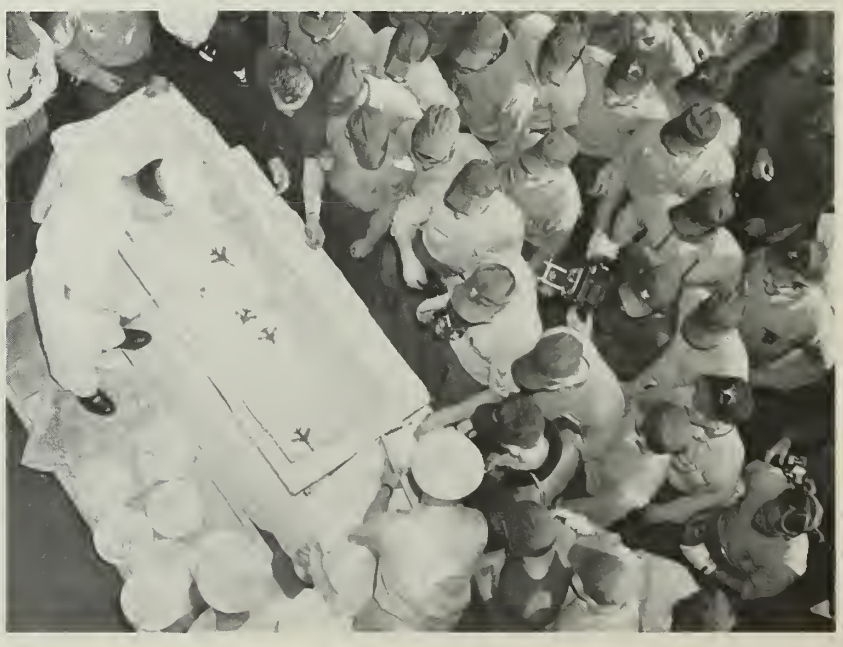
Here's Another Slick Claim

SIR: In your January 1965 issue, Seaman D. Urioste of the oiler USS *Tolovana* (AO 64) said he had unofficial information that his ship had broken the underway replenishment record (previously held by USS *Manatee* (AO 58) by pumping over 30,000,000 gallons of fuel.

We of the Atlantic Fleet oiler USS *Marias* (AO 57) also are modest, but we feel we hold the record since we pumped over 40,000,000 gallons of fuel. We also spent 124 days underway, steamed 41,949 miles and refueled 324 ships during a six-month Med cruise. We also dished out 17,935 pounds of mail to various ships.

We are proud of these figures and, in addition to our 40,000,000-gallon record, we also claim title to a record of

CARRIER CAKE—Crew members of *USS Yorktown* (CVS 10) wait for cake baked to celebrate 100,000th arrested landing—made while in western Pacific.



324 ships fueled on a six-month cruise. —W. A. Copeland, YN3, USN.

• *Record or not, you must have spent a busy six months in the Med. But one of your oily sisters will, undoubtedly, find something that will top your claim. Still, 40,000,000 gallons . . . And 324 ships . . . It's beginning to get interesting.*—ED.

Foreign Nationals and Promotion

SIR: I am a foreign national in the U.S. Navy and I would like to know where I stand with regard to promotion.

I am an E-6 and participated in the February 1964 examination for E-7. To the best of my knowledge, almost all examination results on foreign nationals at my ship's home port were delayed. I was given to understand that this happened because of our alien status, but no further explanation was given when the supplementary list of results arrived several weeks later.

The latter part of 1964, I read an article somewhere about a PO1 who became a naturalized citizen of the United States. The article mentioned that the PO couldn't have been advanced if he had not become a citizen.

Does this mean that promotions for aliens nowadays are only up to E-6? I hope you will be able to alleviate any doubts in the minds of other aliens as well as those in my own.—M. U. V., SK1, USN.

• *In your case, you can relax. There is no restriction on Navymen in the SK rating who are not U.S. citizens from advancing to E-9.*

Some ratings, however, require access to classified information. The necessity for a security clearance, in some cases, might be a stumbling block to promotion of aliens who are in the following ratings: AC, AE, AG, AO, AQ, AT, AX, CT, DC, DM, DS, ET, FT, GM, IC, IM, JO, LI, MA, MN, MT, OM, PH, PT, QM, RD, RM, SM, ST, TD, TM, YN and AZ.—ED.

Holiday Duty

SIR: Another holiday is coming up at the end of this month, which reminds me that I am still hearing gripes from a surprising number of Navymen about having duty on Christmas Day or being underway on New Year's Day.

I'm not writing this to gripe or to claim a record (there's always someone who has done better), but here's a tale that will give the gripers something to think about.

USS *Richard B. Anderson* (DD 786) returned to port toward the end of this January. This, of course, is not unusual but she got underway on 11 November (Veterans Day) and remained at sea through Thanksgiving, Christmas and well past New Year's.

Now, I like to be home over the holidays just as much as the next guy. Last year I would have been happy just to be in port. However, I wouldn't hesitate to take the duty again, especially on a ship like *Anderson*—T. B. S., RM2.

• *It has been said that eternal vigilance is the price of liberty. The Navy, and the other armed forces pay it.*

We suspect (griping notwithstanding) that Navymen, as well as other servicemen, consider their vigilance to be a low cost for a nation's freedom.—ED.

FOUR STAR FORUM

Suppose You Were CNO for Sixty Minutes

Do you have a pet project that you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.

Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.

What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?

With the blessings of the Chief of Naval Personnel, CNO and SecNav, ALL HANDS *is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?*

The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D. C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters.

This is a golden opportunity to provide a forum for your ideas.

The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy.

Second Increment Not Penalized

SIR: There is something about this second increment advancement system that has me puzzled. I know the advancement letters say that, for purposes of computing the final multiple of an individual and determining his eligibility for advancement, service in pay grade is considered to be from the first increment (16 May or 16 November).

But BuPers Inst. P1430.7D and *BuPers Manual*, Article C-7204(3), state that a man must serve a certain number of months on active duty in each pay grade.

As a for-instance, let's say an E-3 takes the test in February 1964 and is advanced in the second increment. In February 1965 he takes the test for E-5 and passes. He will be advanced, but in which increment?

I don't feel that he has served the time in rate required by Article C-7204(3) in *BuPers Manual*.

In addition, when I first read about this system, I seem to remember something which said, in effect, that a man could take the test, but he couldn't be advanced until he had spent the required amount of time in rate.

On this basis, would the man be advanced only in the second increment, or would he be eligible to be advanced in either?—R. H. S., PN2, USN.

• *He could be advanced in either the first or second increment depending on his standing with others in his rate.*

Because the Navy has restrictions on its budget, advancements are authorized in two increments. This means all personnel advanced are, for all purposes except pay, considered to be advanced in the first increment.

Therefore, a man who sews on his crow during the second increment can, when he is next eligible, be advanced in the first increment of a subsequent period. In other words he does not need to serve the actual time required by "BuPers Manual".—ED.

Super Chief Record

SIR: From time to time ALL HANDS has published letters from various Navymen who claimed they made a certain rate in record time. I'd like to add my claim to the roster.

I was a slick armed first class, single hash mark chief, and last November I made E-8 with only 11 years, four months and nine days of military service. At the time I was 30 and one-half years old.

I know the age is no record, but I'll

OLD ADVANTAGES—Sails of old submarines provide room for leisure activities not found on new subs, as demonstrated by crewmen of *USS Archerfish.*

bet the time in service will be hard to beat.—Robert C. Sykes, EMCS (SS), USN.

• *Congratulations, that is definitely pretty quick work. But as for a record . . . we'll see, we'll see.*—ED.

Sounds Like a Good Deal

SIR: This is in reference to the Sea Cadet Corps article on page five of the December 1964 issue. The last paragraph reads:

"As long as a cadet remains active in the program he can advance in rating the same as a regular Navyman, and can go into the regular Navy holding the rating he achieves through the program."

This statement is partially erroneous, and might be misconstrued by some Sea Cadets. A Sea Cadet petty officer cannot enter the Navy on a rate for rate basis, and there are other stipulations to be considered.

The following is quoted from the *U. S. Navy Recruiting Manual,* Art. C-21104:

Members of the Sea Cadet Corps who have reached seaman, fireman or airman cadet status *or better,* and who are qualified in all other respects for enlistment in the Naval Reserve 2x6 Program, may be enlisted (in the Naval Reserve 2x6 Program) in *pay grade E-2* and advanced to *pay grade E-3* when they satisfy the following requirements:

(a) Satisfactorily complete the required practical factors for advancement

(b) Successfully pass the standard examination for advancement to SN, FN or AN as appropriate

(c) Complete 14 days of active duty for training as an apprentice.

This is the only applicable provision under which Sea Cadets can be enlisted with what might be termed "advance standing" and, as you will note, it applies only when the cadet enlists in the 2x6 program. Even if an individual held the rank of petty officer first class in the Sea Cadet Corps (which is the highest enlisted rank obtainable), he would be eligible only for accelerated advancement to pay grade E-3 upon enlisting in the 2x6 program, and then only if he satisfied the requirements stipulated above.

I hope this satisfactorily explains the Recruiting Service position in this matter for all concerned.—J. W. Sobien, CDR, USN.

• *We goofed. Our original source for that article misinterpreted this aspect of the Sea Cadet program, and we let it slip past us. Thank you for your information, which is, of course, correct.*

All is not lost, however, because we were prompted to take a closer look at the Regulations for the Administration of the U. S. Naval Sea Cadet Corps (N.S.C. 1), which in turn rekindled our interest in the program. We wish a similar bit of good fortune on all our readers, for the program is indeed a worthy one from many points of view.

For those who might not know, the U. S. Naval Sea Cadet Corps is a voluntary youth organization, under federal charter, which provides young men 14 through 17 years old with training for the sea service, and helps them develop qualities of good citizenship. (There is also a junior division, called the Navy League Cadet Corps, for boys between the ages of 12 and 14.)

Their leadership is provided by Sea Cadet officers, most of whom are men with commissioned experience in the Regular Navy or Naval Reserve.

The professional requirements for the Sea Cadet training program follow those of the Naval Reserve for advancement up to pay grade E-5.

A cadet receives six months' training in the recruit phase and another six months in the apprentice phase of his development, five more months of advanced military training, then an additional 15 months of technical training in a specialty area. Actual advancement might come at closer intervals than these steps in training, depending on the individual's performance and the number of petty officer billets open in his division or squadron.

Cadets usually undergo a two-week summer training period, which sometimes includes a cruise aboard a commissioned ship in the operating Fleet.

Further information concerning the program can be obtained from the Naval Sea Cadet Corps Headquarters, Mills Building, Washington 6, D. C. —ED.

More on Lineal Numbers

SIR: For us here at Quonset Point, R. I., your article "Lineal Numbers at Pensacola" (December issue) cleared the air on quite a few discussions. But there is still one area in lineal numbers that doesn't make sense. Perhaps you can throw some light on it.

I was commissioned ensign, Aviation Ground Officer, Temporary (AGOT), effective 1 Jul 1956. I later changed my designator to Temporary LDO.

When the Navy decided to do away with the warrant officer program, many WOs were converted to lieutenant status based on their years of service.

Here's what has me puzzled. There are WOs who were serving in a noncommissioned status at the same time I was serving as ensign (commissioned status). They didn't have any previous commissions, yet their names now appear in the officer register senior to mine.

If they had any previous commissioned service, I could understand their seniority. Can you clear this situation as well as you did "Lineal Numbers at Pensacola?"—W. K., LT, USN.

• *We'll sure try. Your situation did seem a little peculiar—until someone in the Bureau took a look at your record. It was found that you were appointed ensign with a date of rank of 2 Jul 1956, not 1 July. And that one day made the difference.*

Here's how it came about. The Secretary of the Navy, in September 1960, directed that a board be convened to select certain warrant officers for Medical Service Corps (MSC) and Temporary LDO. Ranks and dates of ranks were based upon time served as warrant and/or chief warrant.

In addition, the dates of rank of certain officers then serving as LDO or MSC who had previous warrant service were adjusted to reflect that service.

Warrant/chief warrant service up to and including 48 months was credited. However, this adjustment did not exceed an appointment to lieutenant with a 1 Jul 1960 DOR.

Now, the WOs to whom you refer had dates of rank of 1 Jul 1956—that is,

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• USS *Reid* (DD 369)—A reunion is planned for this summer. For details, write to Robert T. Sneed, 1537 North 59th St., Milwaukee, Wis. 53208.

• USS *Colorado* (BB 45)—The 20th reunion will be held 2-6 August at the Olympian Hotel, Los Angeles, Calif. For further information, write to Budd A. Bratton, 316 Pine Drive, Mt. Gilead, Ohio.

• USS *Helena* (CL 50)—The fifth reunion will be held 31 July—2 August at Jorgenson's Holiday Inn, Helena, Mont. For details, write to Ray L. Clabaugh, Route 3, Bucyrus, Ohio.

• USS *Block Island* (CVE 106)—A reunion of World War II veterans is scheduled for 29 May, in Boston. For information, write to Albert L. Dulman, 100 Ormond St., Mattapan, Mass. 02126.

• USS *North Carolina* (BB 55)—A reunion will be held in June on board the ship at Wilmington, N. C. For details, write to Charles Paty, Jr., 2013 Midwood Place, Charlotte 5, N. C.

• USS *Swanson* (DD 443)—A reunion is being planned for Labor Day weekend in Charleston, S. C. For information, contact Jim Cahill, Route 1, Box 70, Mt. Pleasant, S. C.

• USS *Hornet* (CV 8 and CV 12) and Air Groups—The 17th annual reunion is scheduled for 26 June in Philadelphia. For details, write to L. P. White, P. O. Box 67, Bethayres, Pa.

• USS *Sanders* (DE 40)—A reunion for World War II crew members is being planned. For information, write to John J. Pepa, Jr., 189 Alexander Pike, Marblehead, Ohio 43444.

• USS *Rall* (DE 304)—A reunion is being planned for World War II shipmates. Write to Timothy E. Sullivan, 3818 Washington St. Gary, Ind. 46408.

• USS *Montpelier* (CL 57)—A reunion for World War II shipmates is being planned. For details, write to Clinton Wilson, Jr., 39 Coles Court, River Edge, N. J.

• *Lion 8 and Unit D-1*—Veterans of this World War II, Okinawa based outfit who are interested in a reunion may contact James H. Clark, Jr., Box 727, Elizabethtown, N. C.

• *Naval Armed Guard*—Members who served in SS *Contreras*, SS *David S. Terry*, and SS *William W. Loring* in World War II, who are interested in holding a reunion, may write to A. Allen Ligon, 3084 Stockton St., Richmond, Va.

• *Submarine Veterans*—The second national convention is scheduled for 12-15 August in Groton, Conn. For further details, write to National Headquarters, U. S. Submarine Veterans, Inc., Box 295, Groton, Conn.

• *Third Special Seabees*—The 15th annual reunion is scheduled for the Sheraton-Chicago Hotel, Chicago, Ill., 9-11 July. Write to Robert R. Sabo, 3614 North Greenview Ave., Chicago, Ill. 60613.

• *93rd Seabees*—The 15th reunion will be held 2-4 September at the Pick-Carter Hotel, Cleveland, Ohio. For information, write to Howard Tucker, 25900 Euclid Ave., Euclid, Ohio 44132.

• *Naval Academy Class of 1946*—A reunion is planned for Washington, D. C., 4-6 June, at the Sheraton-Park Hotel. Write to CDR Adam P. Kulik, USN, 1271 North Van Dorn, Alexandria, Va.

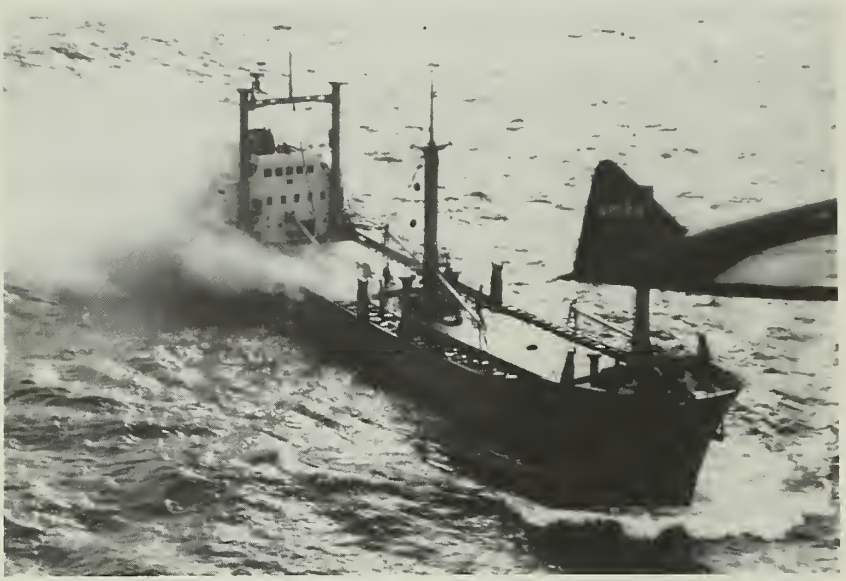
they were appointed warrant officers at that time. Since they were credited with 48 months of previous service as warrant officer (or higher), they received a constructive date of rank of Ensign of 1 Jul 1956. As a result, they were placed on the lineal list of officers immediately following all other officers who had been appointed ensign on 1 Jul 1956.

Since your date of rank for ensign is 2 Jul 1956, they become senior to you.

We might do well to point out that, since that initial input in December 1960, there is no authority to credit previous warrant/chief warrant service to those officers commissioned in higher grades. The Bureau of Naval Personnel has received many requests from former WOs requesting that an adjustment to their date of rank be made to reflect their service as a warrant or chief warrant. The directive which SecNav issued in September 1960 applies only to those who, in December 1960, received a promotion.

Have we sustained your confidence in us?—ED.

TODAY'S NAVY



BURNING SPANISH ship *Eco Luisa* was aided by PatRon 23 *Neptune* crew, who saw blaze and arranged for dispatch of ships to help extinguish the fire.

Station No. 6 in Antarctic

Construction of Palmer Station—the sixth United States scientific station now in operation at the bottom of the world—has been completed on Anvers Island, off the coast of Antarctica.

Earlier this year the icebreaker USS *Edisto* (AGB 2), hammering through ice in the Bransfield and Gerlache Straits, set in at Norsel Point on the south end of Anvers Island. She had transported the men, equipment and supplies for the Palmer Station construction project.

The site was formerly a British station, built in 1955 and closed three years later. It is the only U. S. polar station north of the Antarctic circle, and thus the warmest. Winter temperatures as high as 10 degrees Fahrenheit have been recorded—a sharp contrast to other stations where minus 20 is lightly referred to as a heat wave.

Palmer Station is about 70 miles south of Cape Horn and 1700 miles north of the South Pole. It is about the farthest place south that flowering plants can survive, offering biologists the opportunity to study the effect of harsh weather on plant life.

Five scientists and four Navymen—a radioman, cook, mechanic and corpsman—will winter over there. Probably the last outsiders they will see during their tour are the crew members of *Edisto* which sailed in late February for Boston.

BUILDERS OF THE NAVY

John A. Dahlgren is called the father of modern ordnance and gunnery with good reason. Before the Civil War began, he had pointed the way to modern practices by establishing a regular system of ordnance workshops, gun-carriage shops, a cannon foundry and an experimental laboratory. He worked constantly for improved weapons and designed a new, reinforced gun breach, advocated the first real sights and urged the rifling of cannon. The Dahlgren gun was a major contribution to the Union naval victory. While others achieved fame in battle, Dahlgren chose to fight with ideas. The Navy still benefits from his choice.

New Weapons Testing Plant

To test a missile or torpedo, fire it. Unfortunately this is not always practical. You can't use the weapon again, and the test shows only what it can do under the existing environment.

There's another way—put the missile (or torpedo) in a special laboratory and run it through a complete series of tests. This enables you to check it under all types of conditions and environments. And you still have the weapon should you need it.

The Navy has several such facilities—the newest is the Weapons Improvement Laboratory at Forest Park, Ill. It was developed primarily to increase the reliability of the Navy's torpedoes and missiles.

With its equipment (what they have now and what they expect to get in the near future) the new lab simulates both underwater and space type environments.

Most tests take place in a 32-foot walk-in chamber, large enough to accommodate a *Polaris* missile. Equipped to evaluate a fully assembled torpedo or missile, the chamber can simulate all types of conditions—underwater and space environments, and a launch from an aircraft, ship or submarine.

This combined environments chamber also simulates a temperature range of 400 degrees (F), a relative humidity from 20 to 95 per cent and an altitude of zero to 100,000 feet. Another chamber, to achieve authenticity, gives torpedoes a salt water bath during tests.

Barrier Patrol to Go

The barrier patrol which has been maintained by aircraft and ships since 1957 in the Atlantic and 1958 in the Pacific is scheduled to be abolished by late 1965. The picket lines are seaward extensions of the northern landbound DEW line.

The abolishment of the barrier patrol resulted from the declining nature of the manned bomber threat in the light of recent technological advances.

In the Pacific, the barrier patrol

is maintained by 23 Navy C-121 radar equipped aircraft operating between Midway Island and Adak Alaska, eight radar picket ships (AGRs) and three radar picket escorts (DERs). Commands and units in the Pacific barrier patrol are: Staff, Barrier Force Pacific (home-based in Hawaii); Airborne Early Warning Squadron Pacific (Hawaii); and Airborne Early Warning Detachment, Midway Island. The 11 ships are all home ported in San Francisco.

In the Atlantic, the barrier patrol is maintained between Greenland, Iceland and the United Kingdom by 16 C-121 aircraft, operating from Argentia, Newfoundland, eight radar picket ships and three radar picket escorts. Air units to be disestablished include Airborne Early Warning Squadrons Eleven and Thirteen (Argentia) and an Airborne Early Warning Training Unit at Patuxent River, Md. The AGRs are homeported at Davisville, R.I., and the radar picket escorts operate from Newport, R.I.

A total of 22 radar picket ships, 42 C-121 long range radar aircraft and three C-121 trainers will be inactivated. Four other C-121s will be assigned to other units.

Denver Makes Splash

Denver is in the water. The new amphibious transport dock ship (LPD 9) was launched recently in Seattle, Wash.

Denver, a *Cleveland*-class LPD, is 570 feet long with a beam of 84 feet, and will have a full load displacement of 16,550 tons.

She is one of 10 new LPDs scheduled to join the Fleet between 1965 and 1967. *Austin* (LPD 4), *Ogden* (LPD 5) and *Duluth* (LPD 6) are scheduled for commissioning during 1965.

George *Bancroft* Launched

The nuclear powered fleet ballistic missile submarine *George Bancroft* (SSBN 643) was launched at Groton, Conn.

George Bancroft, as Secretary of the Navy from March 1845 to September 1846, was instrumental in establishing the U. S. Naval Academy. Later, he also served as minister to Great Britain and Germany.

With the launching of *Bancroft*, the total of fleet ballistic missile submarines comes to 29 commissioned, five launched but not commissioned and seven under construction.

NAVY LT David Lavelle photographs chamber under 8 feet of ice while scientists take underwater survey of Antarctic marine life.

It's Getting So a Fella Can't Have Any Privacy

In sharp contrast to the Antarctic continent which supports very little life, the Antarctic sea produces an abundance of food and life. Three scientists of the New York Zoological Society, with the help of several Navymen, have submerged an under-ice observation chamber in McMurdo Sound to study this life.

The device was lowered through a hole in the eight-foot ice shelf. Consisting of a chamber large enough for two observers and a long tube extending above the surface of the ice, it gives the scientists an observation platform 15 to 20 feet below the surface.

Before it was shipped to the Antarctic, the chamber had been tested at Davisville, R. I. But once it had arrived at McMurdo, certain modifications had to be made to let the observers with their heavy cold-weather clothing get in and out easily. Shipfitters from the Public Works Steel Shop spent a little more than two days modifying the escape trunk. And then it took more than eight hours to submerge the chamber under the ice shelf.

Two D-4 Caterpillar tractors, one rigged with a large boom, a special frame and a winch, were needed to do the work. The two shipfitters were kept busy most of the eight-hour-long project making last-minute modifications to the chamber and hoisting equipment.

First the men lowered the bell portion of the underwater device into the Sound through a hole in the thick sea ice. Then the escape trunk was lowered and attached to the bell.

Lending moral support to the men during the operation, a large Weddell seal surfaced through the ice hole in the early hours of the job. But once the bell had invaded his domain, the seal spent the rest of the time circling it.

Primarily, the zoologists will be concerned with the life of the Weddell seal and his ability to dive as deep as 1500 feet in search of food without any apparent ill effects. Biologists will also use the chamber to investigate other phases of Antarctica's abundant sea life.

ON THEIR OWN—Crew members of YF-451 relax in newly decorated mess. Crew donated material, and Pete Hansen, EN1, (standing) donated skills.

All the Amenities

Taking a clue from reports about the "new look" in both shore and shipboard mess halls in today's Navy, the men of *YF-451* decided that the just-off-watch cup of coffee—not to mention those three meals a day—would take on an added something with a bit of face-lifting to the YF's own mess hall.

The YF (covered lighter, self-propelled) is attached to U.S. Naval Torpedo Station, Keyport, Wash.

The lighter is specially designed to handle surface- and sub-surface-launched AUW weapons on the 3D tracking range. However, its crew agreed, it lacked something in mess hall interior decoration.

The call went out to Pete Hansen, EN1, a member of the crew. His 11 shipmates knew that Pete was handy when it came to woodworking and was an artist of some note, too.

The crew donated most of the material and Pete donated his time and his talents to add wood paneling, sliding doors for the television set, a special area for the radio (complete with two speakers), a brick planter with plastic flowers, overhead tile with inset lights, and paintings of seahorses and fish on the entry bulkhead.

The eye-catcher of the entire area is a three-dimensional picture, including a model of the original USS *Constellation* and another early day sailing vessel. The model builder was Ed Weist, SN. Pete's artistic brush furnished the background, including rolling surf and a lighthouse.

Although *YF-451* operates primarily on the 3D tracking range on Hood Canal's Dabob Bay, it also is capable of handling other assignments.

Navasota Is a Big Girl Now

USS *Navasota* (AO 106) has been an old Pacific hand since she made her first WestPac cruise in 1946. Since then, she has visited nearly every port in the Pacific or, for that matter, ports as far afield as those in Saudi Arabia.

Navasota has had a share of combat, too. She was in Subic Bay when the Korean hostilities started. Seeing her duty, she operated out of Buckner Bay, Okinawa, and in the Yellow Sea, serving the Fleet and frequently replenishing United Nations merchant ships. She also served as a filling station for the Inchon invasion fleet.

By October 1950, *Navasota* had transferred 47 million gallons of fuel in 407 separate refueling operations.

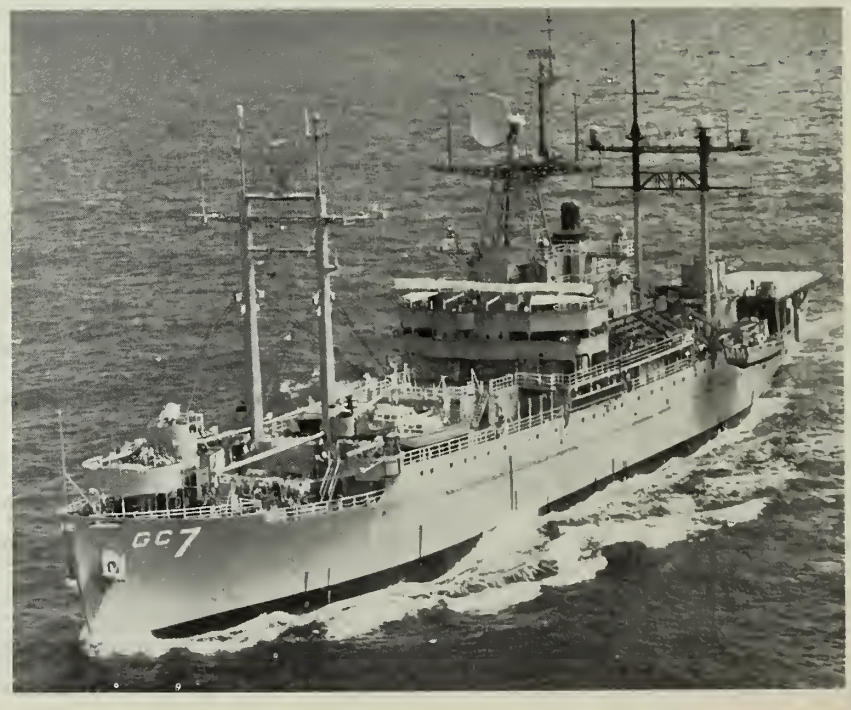
Early this summer, *Navasota* will again go on a WestPac cruise but to those who have seen her many times before, she will seem bigger.

The eyes of WestPac sailors will not be deceiving them. *Navasota* is indeed bigger. During a year spent in conversion, *Navasota's* midsection was removed and a new 394-foot midsection was inserted, making the oiler 93 feet longer than she was. *Navasota* has been jumboized.

The new midsection was built in Japan and towed some 6000 miles through three typhoons to the United States. At a Seattle shipyard, *Navasota's* bow and stern sections were removed, then rejoined to the new midsection, as was the 190-ton superstructure.

The underwater section of the

FLAGSHIP *USS Mount McKinley* (AGC 7) is fitted for use by chiefs of combined forces. Ship can accommodate Marine and Army personnel, has helicopter deck.



stern was modified by undercutting and the propellers were moved forward to make room for a larger counterbalanced rudder.

The entire conversion increased *Navasota's* petroleum capacity from 115,000 barrels to 150,000 barrels and changed her over-all length from 551 to 664 feet. Her displacement, which was 25,000 tons (fully loaded), was increased to 34,000 tons.

Navasota also has the latest design in fueling and replenishment at sea equipment with the addition of kingposts with outriggers, ram tensioned span wires and highlines, electric hydraulic winches, cargo elevators, helicopter pickup area and sliding blocks and cargo drop reels at replenishment stations.

Besides more fuel carrying capacity, *Navasota* also has more space for the stowage of Fleet cargo, bottled gas and Fleet mail. Habitability was improved by air-conditioning all offices and living spaces and installing a new ship's store, library, barber shop and additional laundry equipment.

Navasota's new jumbo capacity will not only enable her to top off more ships but she will be faster doing it. In fact, estimates at the shipyard had her completing an average refueling of an aircraft carrier and four destroyers in less than two hours, after which she will have enough fuel left to supply several other task forces before returning to port.

Kitty Hawk Spruced Up

Dining area may be an unofficial term, but it better suits the remodeled mess decks aboard the attack aircraft carrier USS *Kitty Hawk* (CVA 63). Now, instead of using rectangular tables and backless benches, the crewmembers can relax on contour chairs around four-man tables.

All the tables are topped with a Philippine mahogany patterned laminate, while the chairs, made of pressed fiber glass and wood chips, have a walnut finish. As additional decoration, the bulkheads have 35 color panels, each with three dimensional woodcuts.

Also there were several technical improvements made. Two new refrigerated salad bars were installed, and the chow line areas were reorganized to give faster service.

Kitty Hawk is presently undergoing a major overhaul at the Puget Sound Naval Shipyard, Bremerton.

FROM THE SIDELINES

"I'LL TRY to improve my game," you say. And with a little more effort, your game improves.

Lieutenant Commander R. J. Provencher, of VQ-2, may have said the same thing. And, sure enough, he did something about it—shot this year's first Navy hole-in-one 2 Jan. The feat was performed on the par 3, 192-yard ninth hole at Rota Golf Club, Rota, Spain.

Lieutenant Patricia Johnson, NC, of NAS Memphis, took a bit longer to drop her ace in the hole. On 5 Jan she became the first Navy woman of the year to sink a tee shot. She was also the first female ever to shoot one on the Memphis Navy golf course.

Bowlers have their heydays, too. Chief Yeoman Jack Hampton bowled a 300 game 16 Jan in a local tournament in Alexandria, Va. Hampton had games of 213-211-300-724 in the scratch event, to lead Navy bowlers in 1965 bids for perfect games.

Since then, six other golfers have holed tee shots and seven bowlers have rolled perfect games or 700 series, reports the BuPers Keeper of the Trophies.

★ ★ ★

The BuPers Trophy desk was established in 1954 to award showpieces to those achieving certain athletic feats. The main ones are golf holes-in-one. 300 games or 700 series in tenpin bowling (600 series for Navy women), no-hit, no-run pitching in baseball and a perfect game in softball.

Trophy requirements are:

Golf—hole-in-one on a regulation golf course (one which has no more than five par 3 holes in 18) or on a pitch and putt hole of more than 200 yards. Requests for awards should include the score card, properly attested by playing partners and the club professional.

Bowling—feats must be accomplished during three-game series. Requests for trophies should include verification by teammates or opponent, and an official of the bowling alley.

Baseball—no-hit, no-run game of nine innings, pitched during regular league or tournament play. Trophy requests should include authenticated score sheet.

Softball—no-hit, no-run game of seven innings, with no man reaching first base, pitched during regularly scheduled game (or tournament play). Requests should also include an authenticated score sheet.

In the event you should become skillful (or lucky) enough to warrant one of these trophies, your request must be forwarded via your commanding officer to Chief of Naval Personnel (Pers G-11).

Now that you have the information, it only remains that you accomplish a trophy-winning feat, and develop a winner's smile to go with it. Go to it, feat first.

★ ★ ★

MOST GOLFERS will agree that the place to play golf is in Scotland, and the Navy golfer is no different. A Navy duffer's delight has been opened, with no bunkers or sand traps.

The ground rules are easy, too. Mulligans? You can hit as many balls as you like, and you don't have to walk after your mistakes—they have a machine for that.

Like any good golfing facility, it's open in the evenings until dark.

They call it the Golf Driving Range at U. S. Naval Security Group Activity, Edzell, Scotland. Now they're going to work on the next 18 holes.

—Kelly Gilbert, JO2, USN

THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **VIET VOLUNTEERS**—The Navy is looking for lieutenants and lieutenants (junior grade) in designators 1100/1105 who will volunteer for a one-year unaccompanied tour in South Vietnam.

Officers having shiphandling or small boat experience are especially needed. Reserve officers with insufficient obligated service to complete a 12-month tour in the area must indicate their agreement to extend.

Applications should be submitted to the Chief of Naval Personnel (Pers B113) and must be accompanied by a recommendation from the volunteer's commanding officer.

• **MONTHLY ADVANCEMENTS** — You may have a better chance of sewing on that new crow sooner with the Navy's new advancement system. Beginning this May, advancements will be authorized on the 16th of each month.

Although the two increment per advancement cycle was better than the one per test series, it still didn't prove to be satisfactory. The Navy could not keep its personnel strength up to maximum. With the limited number of petty officers which the Navy can have and with the ratings and numbers always changing, the Navy could not always advance the maximum number of personnel.

With this new six increment per advancement cycle, the Navy hopes to lessen these undesirable effects. Beginning with the February 1965 exam series, E-4 through E-7 personnel on active duty will be advanced over a six-month period. (E-8 and E-9 personnel are not affected.) Here's how it will work:

February Series Examinations

16 May	1st Increment
16 June	2nd Increment
16 July	3rd Increment
16 August	4th Increment
16 September	5th Increment
16 October	6th Increment

August Series Examinations

16 November	1st Increment
16 December	2nd Increment
16 January	3rd Increment
16 February	4th Increment
16 March	5th Increment
16 April	6th Increment

Your final multiple standing will determine in which increment you will be advanced. This means the highest final multiples will be advanced in the first increment and then in descending order in later increments. Every effort will be made to authorize the maximum number of advancements in each cycle as early as possible.

Regardless of what month you were advanced, your final multiple and eligibility for advancement to the next higher pay grade, if you took the February exam, will be determined as if you were advanced on 16 May. If you took the test in August, you will be considered advanced on 16 November.

Approximately the first of April (or 1 October for August exams) the Naval Examining Center will issue a rating advancement letter. It will contain advancement authority for all increments, a list of personnel who passed the exam but were not advanced, and a list of those who failed the exam.

If you were not authorized to be advanced on this first letter, don't give up hope. The Exam Center will publish four addendums to the rating advancement letter containing results of late examinations and additional authorizations for advancement. They will be published as follows:

Addendum 1—25 April/25 October
Addendum 2—15 May/15 November
Addendum 3—1 June/1 December
Addendum 4—26 June/26 December

The third addendum will contain authority for striker designation.

If you take a late examination and for some reason it is not graded until after the fourth addendum is published, the Exam Center will notify your command of your results by speedletter.

• **SEAVEY B-65** — Navymen who fulfill the requirements listed below are eligible for Seavey B-65. To be eligible, they must:

• Be in an on-board-for-duty status;

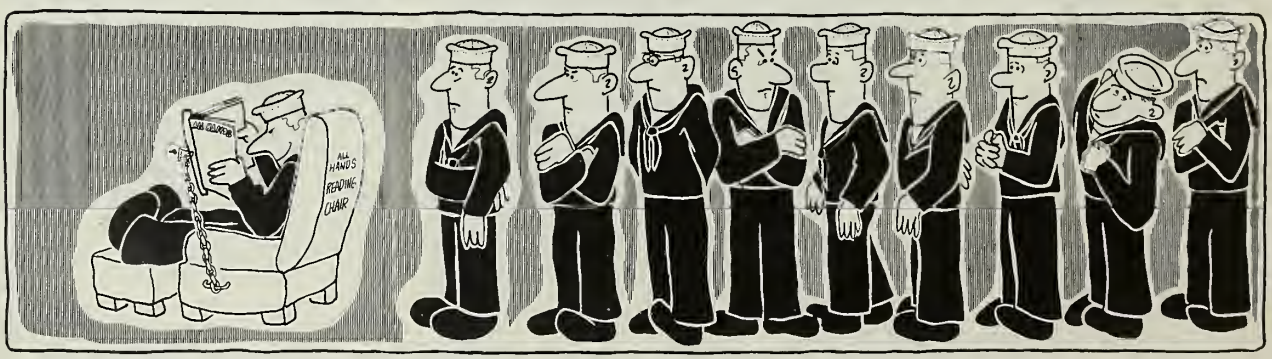
• Be in a rate eligible for Seavey B-65 (see list below);

• Have commenced a continuous tour of sea duty on or before the date specified in the list below;

• Have an active duty obligation to September 1967.

Rotation data cards will be made out for men in ratings formerly identified as Segment Two who are serving on overseas service or toured sea duty and who complete their tours during June through September of this year. The cards for these men should have "OST EARLY SUBMISSION" written in block 11 in addition to the information required by the *Enlisted Transfer Manual.*

In the past, desirable overseas billets have been filled by Navymen



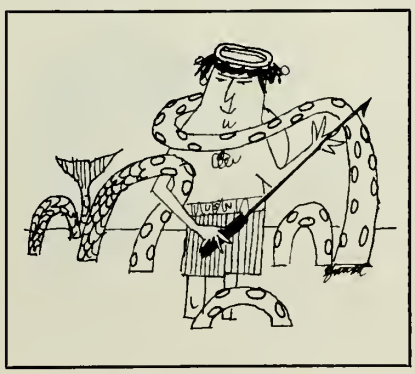
YOU'RE SITTING PRETTY—Fine, but please don't forget the other nine. They want to read ALL HANDS Magazine too.

who are not eligible for Seavey because of a lack of volunteers for overseas service among those recorded in Seavey.

Assignment to overseas service through Seavey procedures will only be made to locations where dependents are normally permitted.

The following is a list of Sea Duty Commencement cut-off dates for Seavey B-65:

Rate	Date	Rate	Date
BMCM	Apr 63	FTCM	Nav 62
BMCS	Apr 63	FTCS	Apr 63
BMC	Jul 61	FTC	Apr 62
BM1	Dec 58	FTG1	Jan 62
BM2	Oct 57	FTG2	Jun 61
BM3	Mar 58	FTG3	Jan 60
BMSN	Mar 58	FTGSN	Jan 60
QMCM	Dec 62	FTM1	Jun 61
QMCS	Apr 63	FTM2	Jun 61
QMC	Jul 61	FTM3	Dec 59
QM1	Oct 59	FTMSN	Dec 59
QM2	Oct 59	MTCM	Apr 63
QM3	Jul 60	MTCS	Apr 63
QMSN	Jul 60	MTC	Apr 63
SMCM	Mar 62	MT1	Apr 63
SMCS	Oct 61	MT2	Mar 62
SMC	Dec 61	MT3	Oct 62
SM1	Jun 58	MTSN	Oct 62
SM2	May 58	MNCM	Jun 62
SM3	Mar 58	MNCS	Apr 63
SMSN	Mar 58	MNC	Jun 62
RDCM	Aug 61	MN1	Aug 62
RDCS	Jul 61	MN2	Sep 62
RDC	Apr 61	MN3	Dec 62
RD1	Dec 59	MNSN	Dec 62
RD2	Oct 59	ETCM	Apr 63
RD3	Sep 60	ETCS	Apr 63
RDSN	Sep 60	ETC	Apr 63
STCM	Nav 61	ET1	Apr 63
STCS	Sep 61	ETN2	Dec 62
STC	Sep 61	ETN3	Dec 62
ST1	Sep 61	ETNSN	Dec 62
STG2	Jan 62	ETR2	Dec 62
STG3	Jun 61	ETR3	Dec 62
STGSN	Jun 61	ETRSN	Dec 62
STS2	Jan 62	DSCM	Dec 62
STS3	Jan 61	DSCS	Dec 62
STSSN	Jan 61	DSC	Apr 63
TMCM	Apr 63	DS1	Apr 63
TMCS	Apr 63	DS2	Apr 63
TMC	Oct 61	DS3	Apr 63
TM1	Jul 61	DSSN	Apr 63
TM2	Jun 60	IMCM	Dec 62
TM3	Sep 60	IMCS	Mar 61
TMSN	Sep 60	IMC	Mar 61
GMCM	Apr 63	IM1	Dec 61
GMCS	Apr 62	IM2	Mar 60
GMMC	Jun 61	IM3	May 60
GMM1	Jun 61	IMSN	May 60
GMM2	Jan 59	OMCM	Jul 62
GMM3	Mar 60	OMCS	Jul 62
GMMSN	Mar 60	OMC	Nav 61
GMTC	Apr 63	OM1	Dec 60
GMT1	Dec 62	OM2	Dec 60
GMT2	Dec 62	OM3	Dec 60
GMT3	Dec 62	OMSN	Dec 60
GMTSN	Dec 62	RMCM	Mar 63
GMGC	Aug 61	RMCS	Apr 63
GMG1	Dec 58	RMC	Jun 62
GMG2	Dec 58	RM1	Jun 61
GMG3	Dec 59	RM2	Dec 61
GMGSN	Dec 59	RM3	Dec 62
RMSN	Dec 62	LICM	Mar 62
YNCM	Apr 63	LICS	Sep 62
YNCS	Apr 63	LIC	May 62
YNC	Feb 63	LI1	Nav 60
YN1	Feb 63	LI2	Aug 61
YN2	Apr 63	LI3	Dec 62
YN3	Apr 63	LISN	Dec 62
YNSN	Apr 63	DMCM	Apr 63
CYN3	Apr 63	DMCS	Apr 63
CYNSN	Apr 63	DMC	Apr 63
PNCM	Apr 63	DM1	Apr 63
PNCS	Apr 63	DM2	Apr 63
PNC	Apr 63	DM3	Apr 63
PN1	Apr 63	DMSN	Apr 63
PN2	Apr 63	MMCM	Feb 60
PN3	Apr 63	MMCS	Mar 60
PNSN	Apr 63	MMC	Dec 59
SKCM	Apr 63	MM1	Oct 57
SKCS	Dec 62	MM2	Mar 59
SKC	Jul 61	MM3	Dec 61
SK1	Aug 61	MMFN	Dec 61
SK2	Feb 61	ENCM	Apr 60
SK3	Apr 62	ENCS	Jun 59
SKSN	Apr 62	ENC	Aug 60
DKCM	Dec 62	EN1	Feb 58
DKCS	Jun 62	EN2	Jul 58
DKC	Dec 62	EN3	Sep 61
DK1	Apr 62	ENFN	Sep 61
DK2	Oct 61	MRCM	Nov 61
DK3	Apr 63	MRCS	Nov 61
DKSN	Apr 63	MRC	Apr 62
CSCM	Dec 61	MR1	Mar 60
CSCS	Dec 61	MR2	Oct 61
CSC	Dec 60	MR3	Dec 61
CS1	Sep 60	MRFN	Dec 61
SC2	Jun 61	BTCM	Nav 59
CS3	Mar 62	BTCS	Jan 60
CSSN	Mar 62	BTC	May 59
SHCM	Apr 63	BT1	Dec 57
SHCS	Apr 63	BT2	Jan 57
SHC	Apr 63	BT3	Sep 60
SH1	Dec 58	BTFN	Sep 60
SH2	Dec 56	BRCM	Feb 60
SH3	Dec 56	BRCS	Apr 60
SHSN	Dec 56	BRC	Jan 59
JOCM	Apr 63	BR1	Apr 59
JOCS	Apr 63	EMCM	Sep 62
JOC	Apr 63	EMCS	Sep 61
JO1	Apr 63	EMC	Aug 60
JO2	Apr 63	EM1	Sep 58
JO3	Apr 63	EM2	Sep 59
JOSN	Apr 63	EM3	Jun 62
PCCM	Dec 62	EMFN	Jun 62
PCCS	Dec 62	ICCM	Aug 62
PCC	Jan 62	ICCS	Aug 62
PC1	Dec 61	ICC	Apr 61
PC2	Aug 61	IC1	Mar 60
PC3, PCSN	Aug 61	IC2	Apr 60
IC3	Oct 62	EOH3	Apr 63
ICFN	Oct 62	EOHCN	Apr 63
SFCM	Jan 60	EON2	Nov 62
SFCS	Dec 59	EON3	Nav 62
SFC	Oct 59	EONCN	Oct 62
SF1	Apr 58	CMCM	Apr 63
SFM2	Dec 59	CMCS	Apr 63
SFM3	Sep 60	CMC	Dec 61
SFMFN	Sep 60	CM1	Mar 61
SFP2	Nov 57	CMA2	Dec 60
SFP3	Sep 60	CMA3	Oct 62
SFPFN	Sep 60	CMACN	Oct 62
DCCM	Dec 62	CMH2	Dec 60
DCCS	Dec 62	CMH3	Oct 62
DCC	Nav 61	CMHCN	Oct 62
DC1	Jan 59	BUCM	Jul 62
DC2	Dec 58	BUCS	Apr 63
DC3	Sep 61	BUC	Jul 62
DCFN	Jun 61	BU1	Feb 62
PMCM	Oct 60	BUL2	Jul 60
PMCS	Oct 60	BUL3	Oct 62
PMC	Oct 60	BULCN	Oct 62
PM1	Oct 60	BUH2	Jul 60
PM2	May 59	BUH3	Oct 62
PM3	Jun 60	BUHCN	Oct 62
PMFN	Jun 60	BUR2	Jul 60
MLCM	Jun 61	BUR3	Oct 62
MLCS	Jun 61	BURCN	Oct 62
MLC	Jun 61	SWCM	Nov 62
ML1	Jun 60	SWCS	Nov 62
ML2	Mar 58	SWC	Aug 60
ML3	Mar 61	SW1	Jul 59
MLFN	Mar 61	SWE2	Dec 59
EACM	Oct 62	SWE3	Oct 62
EACS	Apr 63	SWECN	Oct 62
EAC	Dec 62	SWF2	Dec 59
EA1	Oct 62	SWF3	Oct 62
EAD2	Oct 62	SWFCN	Oct 62
EAD3	Oct 62	UTCM	Apr 63
EADCN	Oct 62	UTCS	Apr 63
EAS2	Oct 62	UTC	Mar 62
EAS3	Apr 63	UT1	Mar 61
EASCN	Apr 63	UTA2	Jun 60
CECM	Apr 63	UTA3	Dec 60
CECS	Apr 63	UTACN	Dec 60
CEC	Dec 61	UTB2	Jun 60
CE1	Dec 61	UTB3	Dec 60
CEP2	Mar 62	UTBCN	Dec 60
CEP3	Oct 62	UTP2	Jun 60
CEPCN	Oct 62	UTP3	Dec 60
CES2	Feb 63	UTPCN	Dec 60
CES3	Oct 62	UTW2	Jun 60
CESN	Oct 62	UTW3	Dec 60
CET2	Dec 62	UTWCN	Dec 60
CET3	Oct 62	SDCM	Apr 63
CETCN	Oct 62	SDCS	Apr 63
CEW2	Mar 63	SDC	Nov 62
CEW3	Apr 63	SD1	Aug 60
CEWCN	Apr 63	SD2	Feb 60
EOCM	Apr 63	SD3	Jun 59
EOCS	Apr 63	TN	Dec 61
EOC	Jun 62	*NEC*	*Date*
EO1	Sep 61	1143	Oct 63
EOH2	Apr 63	1144	Oct 63



"Shall I let him go naw, Chief?"

The list of Navymen on Seavey B-65 will not be available at the Bureau of Naval Personnel until June. Therefore inquiries should be deferred until that time.

Orders for Seavey B-65 will be issued from June through September directing transfer in October 1965 through January 1966.

THE BULLETIN BOARD

Good Advice for the Navyman on the Subject of Retirement

SO YOU'RE PLANNING to retire soon? One of the Navy's experts on military retirement has revealed some figures that will interest you and, at the same time, help you make your plans.

Only about four per cent of the Navy and Marine Corps personnel leaving the service after 20 years actually retire. The rest get jobs—some because they want to, but most because they still have children to support and educate.

This fact was reported by Captain Frederic A. Wyatt, a Naval Reserve officer on "appropriate duty" orders. He is Chairman of Operation Highline—A Bridge to a Second Career, and is sponsored by the Bureau of Naval Personnel, the Marine Corps headquarters, and the Navy League.

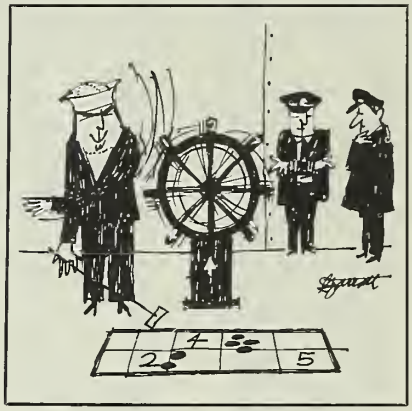
For the majority who want or need a job, it is recommended that you consciously plan your second career, rather than merely talking about it. The average military retiree's biggest problem is that he doesn't decide what to do soon enough.

Begin working toward your goal at least two years before you leave the service. You'll find that by taking a more active part in civilian social and recreational affairs, you will have made an important part of this preparation.

About 56 per cent consider first where they want to live. Another 22 per cent put pay first. Only the remaining 22 per cent think first about what they can or want to do. This reverse priority results in considerable and needless shifting around after men re-enter civilian life.

Interviews are critical. Go in civilian clothes, and dress on the level of the interviewer. It goes without saying that you should be mentally and physically alert. If you have questions, ask them. The interview should be on even terms; it's a time for you to find out as much as the prospective employer.

When you fill out an application for employment, write "open" in the salary requirement space. Later, when you and the employer are ready, you can work out an agreement on this. The average enlisted man starts between $6000 and $8000 in his second career. Only 20 per cent of the officers start above $10,000.

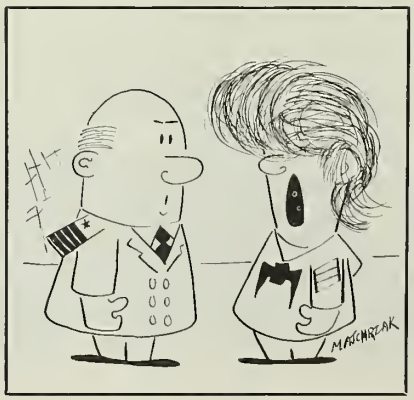


"Coznowski does have a good business head on him."

The best times to look for a job are between January and June, and between September and the middle of November.

About 25 per cent of the military careerists with college degrees wind up in the education field. Many without degrees also enter this field, but usually in private schools. Insurance, real estate and mutual funds attract many, but few stay.

If you look carefully at the job market, you can usually turn up many good jobs in a generally overlooked field—religion, for example. Some 15,000 new jobs are offered yearly by one denomination alone. These are in hospitals, colleges, administration, news media and lay work.



"I am the ship's barber."

More and more people are going into business for themselves. But remember, only about one-third of new businesses succeed. Even if you are going with an established business, you should check it out thoroughly, because its future will be yours.

Because one-third of the military retirees have chosen California as their place of retirement, they face greater competition for jobs. The second greatest concentration is the Virginia and District of Columbia area. New York-New Jersey is third, trailed by Florida (some surveys put Florida in second place). Texas, with its growing space industry, is fifth.

When it comes time for your retirement, don't worry about your age. Age is not the big factor that many people think it is. Your skills and acquired experience are far more important. Often they are worth more to an employer than a formal education. The average enlisted man is about 42 years old and the average career officer about 45 when they end their military careers.

One of the best tools in finding a job is a good resumé. You should write one personally. Think hard, write tight, say what you have to, and then stop. You should hold it to one or two pages and change it for each situation. Don't mass produce resumes or let someone else do it for you.

Try to line up jobs within about 120 days of leaving the service. And try to have all your job offers coming in to you about the same time so you will have a choice.

Those who accept their first and only offer usually keep that job about 18 months. The men who had two choices remain about three years. With three or more choices, job tenure averages five years or more.

If you start planning your retire-

ment now, you can step into your second career with a minimum of last-minute detail.

Restraint in Your Overseas Spending Holds High-Level Financial Implications

Every Navy family that has gone overseas since 1960 has been either directly or indirectly affected by the U.S. balance of payments deficit, better known as the outflow of gold. This state of affairs may be expected to continue into the future.

If you're unfamiliar with the subject, don't let the connotations of high finance snow you. A balance of payments exists when the U.S. money spent overseas equals the foreign currency accumulated by the U.S. A deficit in the balance of payments occurs when the flow of dollars out of the U.S. exceeds the flow of foreign currency into the U.S. thus creating a drain on our gold reserves.

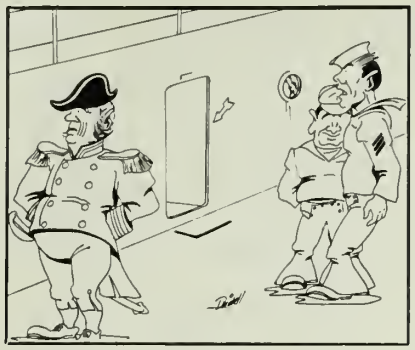
Say, for instance, you were stationed in Yokosuka and exchanged $100 U.S. for Japanese yen. That $100 would eventually be combined with other U.S. money and presented to the United States for exchange. If the U.S. had enough yen (or, in a larger sense, any foreign currency) to cover the U.S. dollars, the gold reserves would not be affected. Otherwise, the U.S. would be forced to exchange the dollars for gold . . . causing a deficit in the balance of payments and reducing the gold in the U.S.

If the deficit became large enough to seriously deplete gold reserves foreign governments would distrust U.S. dollars, and a run on the remaining gold might result.

To avoid such financial hot water, the U.S. must keep a close watch on the overseas pocketbook. Here the Defense Department plays a large part.

The Navy's part in curbing the outflow of gold includes:

- A drive to encourage each Navyman, government employee, and dependent abroad to reduce his (or her) expenditures on the foreign exchange by $100 per person per year. This is usually done by voluntary savings programs totaling about $100 per person per year.
- Revising non-appropriated fund activity regulations to permit overseas exchanges to sell as many U.S. goods as possible. Since 1960 many



"Well, yes, some people do consider the skipper a little old fashioned."

U.S.-made articles, previously not available in overseas exchanges, have been included in the stock.

- Hiring servicemen's dependents for full-time jobs in non-appropriated fund activities and servicemen for after hours part-time work wherever possible.

You and your family can help by purchasing only those foreign goods which:

- Are sold in exchange outlets or other approved U.S. military operated resale activities. (Such purchases, while benefiting the foreign economy, serve to protect the U.S. gold balance.)
- Are required for your use or that of your household incident to overseas duty, and if a reasonable substitute cannot be procured from an exchange outlet or from the U.S.

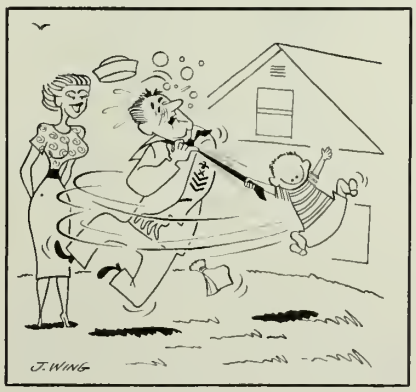
Expenditures not covered by the two above categories should not exceed a total cost of $100 each year for each shopper.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Instructions and Notices.

Alnavs

No. 7—Invited the views of uniformed personnel and civilian employees concerning government military and civilian pay.



"Slip knot again, Dear?"

No. 8—Announced approval by the President of the report of selection boards that recommended TAR officers for promotion to the grades of commander and captain.

No. 9—Announced that the Comptroller General's office had extended to 1 Jun 1965 the effective date for stopping credit of submarine pay on a continuing basis to certain members of operational staffs.

No. 10—Extended to 31 May 1965 the period during which contributions to the Navy-Marine Residence Foundation Endowment Fund may be made.

No. 11—Requested qualified volunteer officers for a 12-month unaccompanied tour in South Vietnam. Officers with shiphandling or small boat experience are especially desired.

Instructions

No. 1130.4H—Provides instructions relative to enlistment in the Regular Navy, or continuation on active duty, of Naval Reserve personnel already serving on active duty.

No. 7220.50 (SecNav)—Describes additional procedures in connection with applications for movement of house trailers at government expense.

Notices

No. 1440 (25 February)—Described revised qualifications for advancement in the FT rating.

No. 1306 (1 March)—Announced the sea duty commencement cut-off dates which establish the eligibility of enlisted personnel for Seavey B-65.

No. 1418 (3 March)—Described the advancement procedures for active duty enlisted personnel participating in the February 1965 and later Navy-wide examinations.

No. 1510 (15 March)—Announced the names of those active duty enlisted personnel who have been provisionally selected by the NESEP Selection Board for entrance into the program.

No. 7300 (17 March)—Advised of pending issue of a revised Travel Information Card (NavPers 2850) for use with permanent change of station moves during fiscal year 1966.

No. 5120 (23 March)—Described requisitioning procedures for ordering Treasury Department Savings Bond promotional material.

Exotic Morocco Offers the Navy Family Interesting Duty

IF, LIKE *Webster's Dictionary* you're Morocco bound, you have a treat coming. For you will find Morocco a country of infinite variety, from the southern California-like weather of the coastal regions to skiing weather in the Atlas Mountains. From sleek western cars to donkeys carrying huge burdens topped by the owner. From the western dress of the cities to the blue-veiled desert Tuaregs.

Morocco is also a land which contains a mixture of most Mediterranean cultures for it has seen, over the years, wave after wave of tribes and races—Phoenicians, Romans, Vandals, Goths, Byzantines, Arabs and Europeans. Each brought with him his language, his customs and his religion. However, only the Arabian and European civilizations had a lasting effect on the nation.

Morocco today is a constitutional monarchy with an elected bicameral legislature. All executives of the government are appointed by the King.

U. S. Naval Activities, Morocco is located several miles from the mouth of the Sebou River on the Atlantic side of North Africa. The Navy has been in Kenitra since the first landings of the 1942 North African campaign. At present, the Navy has closed down its activities in Kenitra and is a tenant aboard a base of the Moroccan Army where it is training Moroccan military personnel in technical aspects of modern base operations.

The primary mission of U. S. Naval Activities, Morocco, however, is to support all naval forces under the command of CINCUSNAVEUR and provide communications links between the United States and naval ships and stations operating in the Eastern Atlantic, European and Mediterranean area.

The naval activities in Morocco include; Staff, Commander U. S. Naval Activities, Morocco; U. S. Naval Air Facility, Kenitra; U. S. Naval Communication Station, Sidi Yahia, Morocco and U. S. Marine Barracks.

Navymen and their families coming to Morocco will become well acquainted with the city of Kenitra. It is located about two miles from the entrance of the base and it is the country's third largest seaport. About 185,000 people live there, about 5000 of whom are Europeans. In the European section of the city, the atmosphere is very much like any northern Mediterranean city with modern hotels, sidewalk cafes, bars and restaurants. If you aren't assigned housing on board the base, this is where you will live.

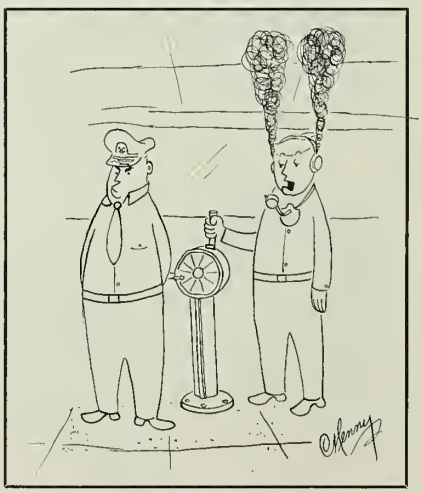
Housing

Fortunately, there is no longer a housing shortage. Although there isn't enough base housing to go around, married men almost invariably find a place to live either in Kenitra or Medhia Beach five miles away on the Atlantic Coast and just south of the mouth of the Sebou River. There is also housing at Sidi Yahia and Bouknadel.

When you arrive, you will probably live in one of several acceptable hotels. You will pay from four to 15 dollars a day for your accommodations (depending on your family size) with your food bills in addition. Some hotels include a continental breakfast (rolls, marmalade and coffee) in the price of the room.

To keep you from going broke, you are authorized a temporary living allowance (TLA) from 14 to 21 dollars a day which is paid until you execute a rental contract or your household goods arrive—whichever comes first.

The TLA can be extended for a maximum of 60 days however, if circumstances warrant. As soon as your temporary living allowance ceases, you begin receiving a cost of living allowance which fluctuates according to local conditions, your rate and the number of your dependents.



"Main control reports they're having a little trouble with starboard engine, Sir."

Most houses in Morocco are built of concrete blocks and covered with plaster. You will find some variation to this pattern at Medhia where about 30 per cent of the houses are built of wood.

If you like apartment-type living you will have a wider choice of quarters, for about 80 per cent of the dwellings available are apartment units. The remainder are villas. Three-fourths of the apartments have only one bedroom, however. Twenty per cent have two bedrooms and five per cent have three. The villas usually have two or three bedrooms.

None of the houses and apartments in Morocco have central heating and some heat is necessary during the winter months. Since electricity is too expensive for heating purposes, most people use portable kerosene stoves which can be bought from the Navy Exchange Store.

In the older apartment buildings, hot water is available only in the bathroom—not in the kitchen, and, in the bathroom, you have a choice of getting into hot water either as a shower or a tub—rarely both. Tubs are in the majority.

You can expect to pay from 40 to 60 dollars for one bedroom, 50 to 80 dollars for two and 70 to 150 dollars for three bedrooms. Utilities average about 22 dollars a month plus heating costs.

Almost all housing available is rented unfurnished. Even houses that are nominally furnished leave much to be desired, so you would do well to bring what you have including refrigerators and ranges (butane, not electric) and other kitchen appliances.

Your household goods won't be shipped until you have made housing arrangements or entry approval of dependents has been established. It usually takes about 45 days for your shipment to arrive in Kenitra and it must be delivered to you immediately because there are no storage facilities available.

You will do well to make full use of your hold baggage or express shipment allowance to bring such necessities as pots, pans, coffee pot, cooking and table utensils, hot plate, linens, seasonal clothing, stroller and the like.

The Navy Wives Club loans some

items (linens, blankets, cribs, cooking and table utensils) in the form of a hospitality kit. These, however, are issued on a first come, first served basis and there are only enough for a few new arrivals at a time.

Most houses in Morocco have terrazzo floors which are nice in the summer time but are cold in the winter and always hard. You will find life more pleasant if your terrazzo is covered with a soft rug. You can buy fine rugs in Morocco but they are not cheap. If you have them, bring them and take a chance on finding a house with the right room sizes.

Local furniture is also available but it is designed for Morroco tastes. Some used furniture is available periodically when Americans leave the station but it sells for a price you might be unwilling to pay.

About the only things you might consider leaving in storage when you leave the States are delicate items and your most valuable pieces.

The electric current in Kenitra is 50 cycle which means you will have to use a converter on record players and other motor-driven appliances. You may find such appliances don't work so well as long as you live in Kenitra housing but bring them along anyway for the day you move on to the base.

Your TV set, if you bring it, should be convertible to European TV signals.

So much for off-the-base housing. On-base housing is assigned on a priority basis dating from the time you apply for housing and your time in service, so the sooner you get your name on the list at the Housing Board Office the better.

There are 138 housing units aboard the U.S. Naval Air Facility for enlisted families and 81 units for officers. On-base housing falls into two classes—billet and rotational. Billet houses are usually permanent type units built of masonry and equipped with central heating. They are reasonably well furnished and have a refrigerator, electric range, beds, mattresses, pillows, some rugs and venetian blinds.

If you are entitled to billet quarters, you should bring linens, household appliances such as toasters, mixers, irons and vacuums, but not electric dryers, air conditioners and other appliances which would place a heavy power load on base facilities. Happily, base electricity is the same as U. S. current so your record player and electric clocks will again begin functioning as they should.

"Fine toss, Seaweed, now just learn to hold on to the end!"

The rotational housing for married enlisted men consists of Homoja type (half) quonsets. They have two small bedrooms, a kitchen alcove and a combination living-dining room. Space heaters are provided for heating. Some officer rotational and base billet housing is also quonset type and there are some converted barracks buildings in use.

The convenience of base facilities is considered one of the biggest advantages of rotational housing, and there is usually a 12-month wait before it becomes available. When you move on the base from off-station housing, you will lose your quarters allowance but you will still be eligible for overseas station subsistence allowance.

Radiation Protection

A Radiation Health Protection Manual (NavMed P-5055) has been published by the Navy's Bureau of Medicine and Surgery. The manual outlines a health protection program for Navymen who work near radioactive materials.

The health program will be followed during peacetime by all commands possessing or using sources of ionizing radiation. A few of the subjects covered are: radiation protection standards (with lists of maximum permissible dosages), exposure records, dosimeters, radiation monitoring, and an appendix with applicable reporting forms.

Bachelor officers will live in the junior BOQ. The BOQ has a barber shop, reading lounge and sundecks. The senior BOQ houses the Officers' Club and wardroom and is also used for quartering visiting personnel.

The enlisted barracks are permanent masonry cubicle type.

Shopping

Shopping isn't difficult. There is a main retail store on the base which carries all the necessary items for everyday living. It also carries such goods as refrigerators, stoves, washing machines, deep freezers, hi-fis and other major appliances.

The Ladies' and Children's shop which is also on the base carries an assortment of sizes and a selection of styles in dresses, lightweight coats, jackets, skirts, sweaters, blouses and other external wear for women and children.

Undergarments are also stocked as are several miscellaneous items. Anyone requiring clothing in very large or very small sizes will probably have to depend on other sources to a great extent and everyone arriving in Morocco would be wise to bring along an initial supply of clothes and depend on the base stores for replacements only.

The shoe shop on the base carries shoes for the whole family but, again, bring along as many children's shoes as you can. If your child requires special shoes or particularly narrow widths, you may have to order them from the States.

The commissary store is comparable to any good-sized supermarket at home. It carries everything—canned, fresh or frozen and brands you are accustomed to seeing on your own grocer's shelves at home.

There is even a newsstand where you can buy the *Stars and Stripes*, the Paris editions of the *New York Times* and the *New York Herald Tribune* (one or two days late), pocket books and U. S. magazines.

The base also provides a complete set of services—a laundry and dry-cleaning plant which offers 36- to 48-hour special dry-cleaning service or 72-hour normal service.

You can have your shoes repaired or your clothes altered at the cobbler and tailor shops. Your wife can have her hair done in the air-conditioned beauty salon. There are two barber shops in the recreational building and the junior BOQ.

If your radio or any small appliance cuts out on you, there is a shop for making minor repairs and adjustments and you can go to the Country Store to pick up outdoor living, picnicking or do-it-yourself items while you are getting your gas tank filled.

U. S. currency is used on the base and Moroccan dirhams are the only authorized currency ashore in Morocco. Moroccan dirhams can be purchased with dollars at the American Express Company banking facility on the base at the official rate of five to one. Any payments outside Morocco should be made by money order or bank check—a checking account in the bank back home would be handy for the latter.

There has been a 35-bed station hospital since late 1954 with facilities for inpatient care and outpatient care. Medical, surgical, pediatric and obstetrical services are available.

Dental care is also available to military personnel. Dependents are taken on an appointment basis and their chances depend upon the workload.

Education

Schools for U. S. dependents in Kenitra are patterned after leading schools in the United States but not after any particular system. A conscious effort is made to recruit the highest caliber teachers from all sections of the nation and this has resulted in a U.S. education system transplanted in Morocco which is comparable to that of some of the better schools at home.

The high school curriculum is basically college preparatory but it does include business education and a number of electives. There is a physical education program for all grades and every effort is made to take advantage of benefits of the local cultures by means of field trips, guest speakers and school interchanges.

The high school is accredited by the North Central Association of Colleges and Secondary Schools which inspects and gives advice on its instructional and administrative program. The school's facilities are excellent and, if your child is a student there, you will probably be well pleased.

There is also a full program for elementary school children and an elementary school for grades one through four in operation at the Naval Communication Station at Sidi Yahia.

The school year consists of two semesters and pupils attend for a minimum of 175 days per year. The school year usually begins the day after Labor Day and ends around the 10th of June the following year.

If you have children enrolling in the dependents' schools at Kenitra they should bring along authenticated transcripts of their previous school records. Pupils are eligible for admission to the first grade when they are six years old, provided their birthday is on or before the 31st of December of the current school year. Proof of age is required and elementary school children who are transferring from other schools should have their latest report card when registering.

There is a self-supported kindergarten which charges a fee of 10 dollars per child per month or 15 dollars for two children per month. It is operated on a half-day basis and you can take your choice as to whether you send your child in the morning or the afternoon.

Kindergarten usually begins the first week of September and ends the first week in June. A child should be five years old on or before 31 December to enroll, although four year-olds are sometimes admitted on special application. Parents furnish transportation to and from school.

Religious Services

Protestant services are held each Sunday at the NAF chapel, and Sunday school is at the elementary school. A youth fellowship meets Sunday evenings.

Roman Catholic Mass is offered each day of the week in the NAF chapel and there are catechism classes during the week for both elementary and high school students.

Your Car

If you want to ship your car to Morocco, it should be delivered either to the Naval Supply Depot at Bayonne, N.J., or to the Naval Supply Center at Norfolk, Va., at least seven days before your departure. If you cannot deliver the car personally, whoever does the job should have your power of attorney.

Obtain shipping instructions from NSD Bayonne or Norfolk before you deliver the car and be sure you comply with all of them. Obviously, your car should be in good condition.

No car more than six years old will be shipped. It is in fact advisable to ship a late model because of a general lack of spare parts and repair facilities in Morocco. Cars take a beating in Morocco, however, so you might not want to buy a brand new car for shipment.

It usually takes from six to eight weeks for a car to arrive in Morocco. When it does arrive, it is registered with Moroccan authorities. This applies also to cars purchased locally.

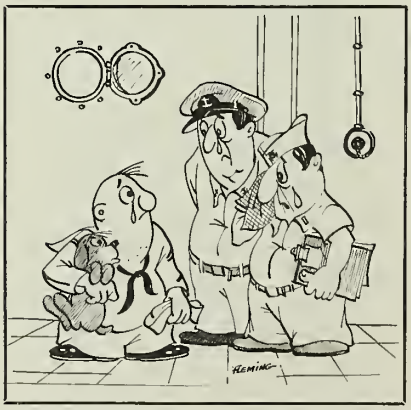
U.S. military personnel may obtain

Film on Sea Power

A newly released Navy documentary film, entitled "Sea Power," is available for screening. It points up the role in today's world of the "ocean seas" and their expanding importance, both above and below the surface as well as on the surface itself.

The film outlines the historic mission of the U. S. Navy in maintaining the freedom of the seas. It also covers the present and potential utilization of the underseas, and the promise of the future, with a preview of possible ocean vehicles and weapons.

The sea service's capability and fire power are filmed in action, illustrating what makes the Navy a force for peace. "Sea Power" concludes with an account of how the Navy figured vitally in the solution of the Cuban crisis.



"That's the saddest story we ever heard, Hogan, but you still can't bring your dog aboard."

temporary registration which is good for one tour of duty. If you extend, there is an extra cost for registration but it is moderate. It is computed on a standard fee based on the horsepower of the car. At present, temporary registration on a Ford, Chevrolet or Plymouth costs in the neighborhood of 50 to 60 dollars. If you own more than one auto, your second one must have a permanent registration which is much more expensive.

Auto insurance is mandatory. It is available on the base through American companies. If you are planning to use the same insurance coverage you have in the states, be certain it covers you while you are out of the country.

Uniforms

Service dress khaki, service dress blue, aviation greens and working khaki uniforms may be worn during the winter season from 1 October to 30 April by officers and chief petty officers. Enlisted personnel below chief may wear the undress blue "B" uniform or dungarees.

In the summer season, officers and chiefs wear service dress khakis (without blouse), tropical white and khaki, dress white or working khaki uniforms. Other enlisted personnel may wear the undress white "A" uniform or dungarees. When the weather is really hot, they wear the tropical white long or undress white "B" uniforms.

Officers and chiefs are required to have whites for inspections and formal wear. Uniforms are worn only on the base.

Clothing

Summers are warm and sunny in Morocco. The winters are cold and damp, and last from four to five months. This means you should bring both summer and winter clothing.

The same advice aplies to women except that they might emphasize sports wear in Morocco somewhat more than in the States. A couple of dresses suitable for cocktails and late afternoon are handy. Officers' wives will attend one or two formal occasions during the year.

The stores on the base have a good selection but the demand is great and not all sizes are available. In addition to the base stores, there are French shops in Kenitra and seamstresses are available. A word

"Happy birthday, dear Bradshaw, Happy birthday to you!"

of caution—have your wife bring more than the usual number of nylons to give her a head start. Nylons are available on the base but the supply usually sells out fast.

The kids won't have any clothing problems they didn't have in the States. However, bring extra shoes, socks and blue jeans.

Pets and Firearms

Pets are restricted primarily to dogs, cats and domesticated birds. They must be registered and immunized. They are not normally allowed air transportation unless you send them by commercial air. Often they are inconvenient items to care for while you are in a hotel.

Firearms of any kind must be declared at Moroccan customs and a permit must be obtained. This rule is strictly enforced and violation can result in serious consequences, including prosecution by Moroccan civil authority. NAF has facilities for storing private firearms.

Recreation

It would be difficult to imagine a recreational facility that is not available to Navymen and their families at Kenitra. There is a recreation center, special services office and a well equipped library.

Athletic facilities include a golf course, a gym, handball courts, softball fields, a football field, basketball courts, swimming pool, a roller skating area, bowling lanes, and a skeet and trap range.

There is good hunting and fishing available. During the winter, skiing is only about three hours from Kenitra. Movies, a hobby shop, and a radio station also entertain Navy families at Kenitra.

There are professional tours sponsored by special services to Europe (as well as places of interest in Morocco) and there are clubs for almost every taste.

Like any place else, Morocco will have features you won't like. However, the Navy has gone out of its way to make life as comfortable as possible for you while you are in the country. While you are there you will find you can enjoy an exotic atmosphere with a minimum of inconvenience.

ATW To Be Disestablished, Channeled to AX Rating

The ATW (aviation electronics technician, airborne CIC operator) service rating is to be disestablished. A change in rating will be forthcoming for all ATW2s and ATW3s.

Other ATs, ATNs and ATRs will not be affected by this change.

ATWs will be recommended for a change to the AX (aviation antisubmarine warfare technician) rating, or to other avionics ratings for which they are qualified (TD, AQ or ATN, ATR). Generally, however, it is anticipated that most ATWs will be channeled into the AX rating.

Further details on this subject will be published by BuPers in the near future.

Nuclear Power Goes West

During the latter part of this year, the Navy's nuclear powered task force will begin a transfer from the Atlantic to the Pacific which will continue into 1966.

The first two of the four ships to be transferred will be USS *Enterprise* (CVAN 65) and *Bainbridge* (DLGN 25). The transfer will probably be made in October. USS *Long Beach* (CGN 9) and *Truxtun* (DLGN 35) will be transferred in 1966.

The proposal to utilize the endurance and self-sufficiency of the nuclear powered task force in the Pacific has been under study for quite a while. Its timing is dependent upon operational commitments.

To compensate for the loss to the Atlantic Fleet, one Pacific Fleet ship, USS *Columbus* (CG 12), will be transferred to the Atlantic and three ships previously scheduled for transfer to the Pacific will be retained in the Atlantic. These are USS *America* (CVA 66), *Daniels* (DLG 27) and *Wainwright* (DLG 28).

There's Something for Everyone in Thi

THIS IS an up-to-date list of officer correspondence courses administered by the U. S. Naval Correspondence Course Center, together with their NavPers numbers and the number of assignments in each.

You will note that promotion and retirement credits are also listed for each course. You should further note that retirement credits do not apply to officers on active duty. Correspondence courses are not obligatory for active duty officers; however, their satisfactory completion is made a matter of record for the use of selection boards and others concerned.

Officers can order these correspondence courses on Form NavPers 992 via official channels to the U. S. Naval Correspondence Course Center, Scotia, N. Y. 12302.

Naval Reserve officers on inactive duty may earn credit for promotion and nondisability retirement through completion of certain Officer Correspondence Courses. USNR retirement and promotion points are creditable only to those eligible to receive them under current directives.

Officers on inactive duty residing in a foreign country are not ordinarily eligible for classified courses.

★ *Aircraft Electrical Systems,* NavPers 10757-1; 5 assignments, 10 promotion and retirement points.

★ *Airfield Pavements,* NavPers 10751-3; 4 assignments, 6 promotion and retirement points.

★ *Air Navigation,* Part I, NavPers 10959-A; 6 assignments, 12 promotion and retirement points.

★ *Air Navigation,* Part II, NavPers 10960-1; 8 assignments, 24 promotion and retirement points.

★ *Airplane Power Plants,* NavPers 10961-A3; 10 assignments, 16 promotion and retirement points.

★ *Antisubmarine Officer,* NavPers 10405; 10 assignments, 15 promotion and retirement points (Confidential-Modified Handling Authorized).

★ *ASW Operations,* NavPers 10406-A; 12 assignments, 18 promotion and retirement points (Confidential).

★ *Aviation Operations,* NavPers 10755-1; 9 assignments, 18 promotion and retirement points (Confidential).

★ *Basic Mechanical Engineering,* NavPers 10748-2, 4 assignments, 6 promotion and retirement points.

★ *Basic Structural Engineering,* NavPers 10749-3; 3 assignments, 6 promotion and retirement points.

★ *Cold Weather Engineering,* NavPers 10910-A; 5 assignments, 10 promotion and retirement points.

★ *Combat Information Center Officer, The,* NavPers 10952-A2; 16 assignments, 24 promotion and retirement points (Confidential).

★ *Communication Officer, The,* NavPers 10403-2; 10 assignments, 15 promotion and retirement points (Confidential-Modified handling authorized).

★ *Construction Battalion,* NavPers 10745-1; 6 assignments, 9 promotion and retirement points.

★ *Contract Administration & Contractor Labor Relations,* NavPers 10742-1; 3 assignments, 6 promotion and retirement points.

★ *Diesel Engines,* NavPers 10938-3; 11 assignments, 16 promotion and retirement points.

★ *Disaster Control,* NavPers 10746-1; 11 assignments, 18 promotion and retirement points.

★ *Disbursing, Part I,* NavPers 10976-A; 5 assignments, 8 promotion and retirement points.

★ *Duty Afloat for Engineering Specialists,* NavPers 10941-A1; 6 assignments, 9 promotion and retirement points.

★ *Education & Training,* NavPers 10965-A2; 6 assignments, 8 promotion and retirement points.

★ *Electronics Administration & Supply,* NavPers 10926-A1; 6 assignments, 8 promotion and retirement points.

★ *Elements of Naval Machinery,* NavPers 10934-4; 15 assignments, 24 promotion and retirement points.

★ *Engineering Administration,* NavPers 10992-4; 6 assignments, 9 promotion and retirement points.

★ *Engineering, Operation & Maintenance,* NavPers 10935-A2; 10 assignments, 14 promotion and retirement points.

★ *Financial Management in the Navy,* NavPers 10732-2; 8 assignments, 12 promotion and retirement points.

★ *Foundations of National Power,* NavPers 10770-A3; 12 assignments, 24 promotion and retirement points.

★ *Fundamentals of Naval Intelligence,* NavPers 10728-A; 14 assignments, 24 promotion and retirement points (Confidential-Modified handling authorized).

★ *General Oceanography,* NavPers 10417; 5 assignments, 8 promotion and retirement points.

★ *Guided Missiles and Nuclear Weapons, Part I,* NavPers 10924-A2; 6 assignments, 12 promotion and retirement points.

★ *Guided Missiles and Nuclear Weapons, Part II,* NavPers 10409; 10 assignments, 15 promotion and retirement points (Confidential Restricted Data).

★ *History of the Chaplain Corps, Part I,* NavPers 10906-2; 8 assignments, 12 promotion and retirement points.

★ *History of the Chaplain Corps, Part II,* NavPers 10907; 6 assignments, 12 promotion and retirement points.

★ *History of the Chaplain Corps, Part III,* NavPers 10423; 10 assignments, 15 promotion and retirement points.

★ *Hot Weather Engineering,* NavPers 10915-2; 5 assignments, 8 promotion and retirement points.

★ *Industrial Management,* NavPers 10947-4; 10 assignments, 16 promotion and retirement points.

★ *Industrial Relations,* NavPers 10733-3; 11 assignments, 17 promotion and retirement points.

★ *International Law,* NavPers 10717-B; 12 assignments, 24 promotion and retirement points.

★ *Introduction to Naval Electronics,* NavPers 10444; 5 assignments, 10 promotion and retirement points.

★ *Introduction to Space Technology,* NavPers 10404; 5 assignments, 8 promotion and retirement points.

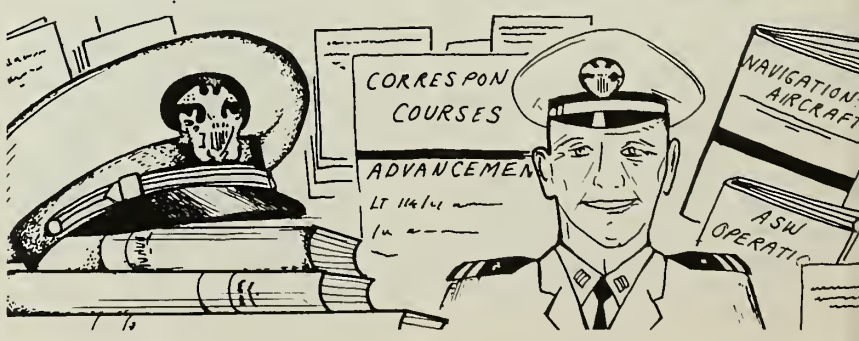
★ *Investigations,* NavPers 10726-3; 4 assignments, 6 promotion and retirement points.

★ *Jet Aircraft Engines,* NavPers 10985-B1; 7 assignments, 12 promotion and retirement points.

★ *Leadership,* NavPers 10903-A1; 8 assignments, 14 promotion and retirement points.

★ *Logistics,* NavPers 10902-A; 4 assignments, 6 promotion and retirement points.

★ *Mathematics, Part III,* NavPers 10450; 14 assignments, 42 promotion and re-



ist of Officer Correspondence Courses

tirement points (Officer-enlisted course).

★ *Maintenance of Public Works and Public Utilities*, NavPers 10747-2; 6 assignments, 10 promotion and retirement points.

★ *Management & Industrial Engineering*, NavPers 10942-4; 7 assignments, 18 promotion and retirement points.

★ *Maneuvering Board, The*, NavPers 10933-3; 6 assignments, 15 promotion and retirement points.

★ *Marine Navigation, Course I*, NavPers 10921-3; 6 assignments, 12 promotion and retirement points.

★ *Marine Navigation, Course II*, NavPers 10945-2; 8 assignments, 24 promotion and retirement points.

★ *Meteorology*, NavPers 10954-B; 6 assignments, 12 promotion and retirement points.

★ *Military Justice in the Navy*, NavPers 10993-4; 16 assignments, 24 promotion and retirement points.

★ *Military Sea Transportation Service*, NavPers 10972-B; 6 assignments, 9 promotion and retirement points.

★ *Naval Airborne Ordnance*, NavPers 10964-3; 6 assignments, 12 promotion and retirement points.

★ *Naval Arctic Operations*, NavPers 10946-A; 6 assignments, 9 promotion and retirement points.

★ *Naval Aviation*, NavPers 10756-2; 7 assignments, 10 promotion and retirement points.

★ *Naval Communications*, NavPers 10416-1; 10 assignments, 15 promotion and retirement points.

★ *Naval Control of Shipping*, NavPers 10413; 4 assignments, 6 promotion and retirement points.

★ *Naval Electronics, Part I*, NavPers 10445; 15 assignments, 30 promotion and retirement points (Officer-enlisted).

★ *Naval Electronics, Part II*, NavPers 10446; 10 assignments, 20 promotion and retirement points (Confidential, Officer-enlisted course).

★ *Naval, Electronics, Part III*, NavPers 10447; 7 assignments, 14 promotion and retirement points (Confidential, Officer-enlisted course).

★ *Naval Ordnance and Gunnery*, NavPers 10922-A3; 17 assignments, 36 promotion and retirement points.

★ *Naval Orientation*, NavPers 10900-5; 13 assignments, 20 retirement points.

★ *Naval Shipyard Duty for Engineering Specialists*, NavPers 10949-3; 4 assignments, 8 promotion, retirement pts.

★ *Naval Admiralty Law Practice*, NavPers 10725-1; 2 assignments, 3 promotion and retirement points.

★ *Navy Chaplain, The*, NavPers 10905-A1; 9 assignments, 18 promotion and retirement points.

★ *Navy Contract Law*, NavPers 10988-A1; 8 assignments, 16 promotion and retirement points.

★ *Navy Organization for National Security*, NavPers 10721-A; 7 assignments, 10 promotion and retirement points.

★ *Navy Public Information*, NavPers 10720-6; 6 assignments, 10 promotion and retirement points.

★ *Navy Regulations*, NavPers 10740-A3; 11 assignments, 24 promotion and retirement points.

★ *Navy Supply System, The*, NavPers 10978-A3; 3 assignments, 5 promotion and retirement points.

★ *Navy Travel*, NavPers 10977-4; 4 assignments, 8 promotion and retirement points.

★ *Nuclear Ordnance*, NavPers 10411; 5 assignments, 7 promotion and retirement points (Confidential).

★ *Nuclear Physics*, NavPers 10901-B1; 8 assignments, 32 promotion and retirement points.

★ *Oceanography in Antisubmarine Warfare*, NavPers 10418; 5 assignments, 8 promotion and retirement points (Confidential).

★ *Office of Judge Advocate General*, NavPers 10723, 2 assignments, 3 promotion and retirement points.

★ *Operations Officer, The*, NavPers 10414; 7 assignments, 10 promotion and retirement points (Confidential).

★ *Operational Communications*, NavPers 10760-A; 7 assignments, 12 promotion and retirement points (Confidential).

★ *Operational Tactics*, NavPers 10761-4; 10 assignments, 16 promotion and retirement points (Confidential).

★ *Personnel Administration*, NavPers 10968-B; 12 assignments, 18 promotion and retirement points.

★ *Power Generation & Distribution*, NavPers 10753-3; 6 assignments, 9 promotion and retirement points.

★ *Practical Damage Control*, NavPers 10936-4; 7 assignments, 12 promotion and retirement points.

★ *Practical Problems in Marine Navigation*, NavPers 10737-3; 4 assignments, 12 promotion and retirement points.

★ *Public Works Department Management*, NavPers 10741-A; 7 assignments, 12 promotion and retirement points.

★ *Quality/Reliability Assurance for Shipyard Application*, NavPers 10426; 11 assignments, 17 promotion and retirement points.

★ *Radiological Defense*, NavPers 10771-B; 12 assignments, 18 promotion and retirement points.

★ *Refresher Course for Meteorologists*, NavPers 10953-A; 12 assignments, 24 promotion and retirement points.

★ *Seamanship*, NavPers 10923-A4; 9 assignments, 14 promotion and retirement points.

★ *Security of Classified Information*, NavPers 10975-A4; 4 assignments, 6 promotion and retirement points.

★ *Ship Activation*, NavPers 10986-1; 6 assignments, 9 promotion and retirement points.

★ *Shipboard Electrical Systems*, NavPers 10991-A; 8 assignments, 12 promotion and retirement points.

★ *Shipboard Electronic Equipments*, NavPers 10762-A; 5 assignments, 8 promotion and retirement points.

★ *Shiphandling*, NavPers 10738-5; 11 assignments, 14 promotion and retirement points.

★ *Special Services*, NavPers 10969-A1; 4 assignments, 8 promotion and retirement points.

★ *Supply Afloat*, NavPers 10980-B2; 10 assignments, 15 promotion and retirement points.

★ *Supply Ashore*, NavPers 10983-A5; 14 assignments, 21 promotion and retirement points.

★ *Supply Duties for General Line Officers*, NavPers 10412; 4 assignments, 8 promotion and retirement points.

★ *Theoretical Damage Control*, NavPers 10937; 6 assignments, 12 promotion and retirement points.

★ *Uniform Code of Military Justice*, NavPers 10971-2; 2 assignments, 4 retirement points.

★ *Watch Officer, The*, NavPers 10719-4; 4 assignments, 6 promotion and retirement points.

★ *Water Supply and Sanitation*, NavPers 10750-2; 8 assignments, 12 promotion and retirement points.

★ *Weapons Officer, The*, NavPers 10722-A; 5 assignments, 8 promotion and retirement points.

DECORATIONS & CITATIONS

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ KENNY, EDWARD C., Rear Admiral, MC, USN, as Chief, Bureau of Medicine and Surgery, and Surgeon General of the Navy, from February 1961 to February 1965. RADM Kenney contributed greatly toward a more efficient, modern, and economical management of the medical complex. Among his many noteworthy accomplishments were: the development of improved medical readiness measures to support the operating forces of the Navy and Marine Corps; increased aeromedical coverage for aviation units, effecting a further reduction in the toll of aircraft accidents; and significant submarine medicine support which involved establishment of a new Naval Submarine Medical Center. He took an active personal role in providing humanitarian assistance to foreign personnel, both individually and collectively, thereby earning much good will for the United States.

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ GRANTHAM, ELONZO B., JR., Rear Admiral, USN, as Deputy Chief of Staff for Military Assistance Logistics and Administration on the Staff of Commander in Chief Pacific, from 13 Jun 1964 to 16 Jan 1965. RADM Grantham was responsible for and directly supervised all matters pertaining to military assistance plans and programs and PacCom tri-service logistics, maintaining efficiency, and effecting substantial monetary savings. He contributed materially to the logistic posture and combat readiness of the Pacific Command.

★ LYLE, JOSEPH M., Vice Admiral, SC, USN, as the first Deputy Director and later as Director of the Defense Supply Agency, from January 1962 to December 1964. VADM Lyle performed essential service in the planning and development of an unprecedented joint logistical organization of the Department of Defense. Delegated optimum authority and freedom of action in all major policy and procedural determinations, he contributed substantially in directing and coordinating the organizational and operational concepts of the agency and exhibited a remarkable insight into the problems inherent in molding a newly-activated joint agency into a cohesive, productive organization. He was instrumental in achieving an exceptionally responsive organization to provide logistic support to the operating forces of all the military services and to provide this support effectively and economically.

"For heroic conduct not involving actual conflict with an enemy . . ."

★ FAWCETT, CHARLES F., Seaman Apprentice, USN, while serving aboard USS *Ashtabula* (AO 51) at sea on the night of 20 Oct 1964. Learning that two men had become asphyxiated within a fume-filled aviation gasoline tank, Fawcett, fully aware of the personal dangers involved, voluntarily descended to a depth of over 30 feet into the dimly lighted tank, tied a lifeline around one of the unconscious men, and protected him from further injury during his removal from the tank. After a short period of recuperation outside the tank, Fawcett again volunteered to attempt a rescue of the second man, who was lying unconscious on the bottom of the tank, over 48 feet below. Despite the immediate danger that the intricate series of ladders could foul his own lifeline and air hose, leaving him trapped in the tank, Fawcett persisted in his efforts until he succeeded in rescuing the second victim.

★ GEORGE, JAMES R., Aviation Antisubmarine Warfare Technician Third Class, USNR, for heroic conduct in connection with the rescue of a 15-year-old girl who was seized and attacked by a gang of teen-aged boys in a subway station in Philadelphia, Pa., on the night of 6 Mar 1965. Although several other men who witnessed the assault failed to take any action to help the screaming and terrified victim, George immediately attempted to free the girl from her attackers. Displaying courage and determination, he doggedly fought the attackers until, savagely beaten by them, he managed to break away and summon a policeman from the street above. All eight of the attackers were apprehended.

"For heroic or meritorious achievement or service during military operations . . ."

★ BARNHART, ROBERT C., JR., Commander, USN, as Commanding Officer, USS *Turner Joy* (DD 951), on the night of 4 Aug 1964 in action against aggressor forces in the Gulf of Tonkin, South China Sea. With his vessel under almost continuous gunfire and torpedo attack by hostile PT craft for a period of about two and one-half hours, CDR Barnhart fought his ship with skill and cool courage, inflicting severe damage on enemy craft without casualty or damage to his own vessel. The Combat Distinguishing Device is authorized.

★ OGIER, HERBERT L., JR., Commander, USN, as Commanding Officer, USS *Maddox* (DD 731), on 2 and 4 Aug 1964 in action against aggressor forces in the Gulf of Tonkin, South China Sea. Although his vessel was attacked by hostile PT craft on two occasions while carrying out a routine patrol, CDR Ogier effectively fought his ship, inflicting severe damage on enemy craft without damage to his own vessel. The Combat Distinguishing Device is authorized.

★ SHULTZ, RICHARD R., Lieutenant, MC USNR, for service at Station Hospital, Headquarters Support Activity Saigon, Republic of Vietnam, from 12 Oct 1963 to 1 Jul 1964. In addition to his regularly-assigned duties, LT Shultz, in his off-duty time, carried out a program of providing medical assistance to men of the Vietnamese Navy Coastal Force and their dependents. He visited Junk Division bases in remote and, in many cases, Vietcong-infested areas, to provide what was often the first professional medical treatment ever received by the paramilitary junk crewmen and their families. Although exposed to enemy gunfire on several occasions, he continued to carry out his missions, winning the admiration and respect of the Vietnamese by his courageous conduct under fire. During his tour of duty, LT Shultz provided sorely-needed medical assistance to over 3500 persons, and initiated a program of regular medical visits to remote bases which has been continued by the Vietnamese. The Combat Distinguishing Device is authorized.

BOOKS

PLENTY OF GOOD READING TO BE FOUND THIS MONTH

THOUGH NOT AVAILABLE through the General Supply System, natural comedians are found in abundance throughout the Navy. Every outfit has at least one, without whom life would become just a dull process of aging for us all.

Your real-life favorite might be named Lou Purcell, Jerry Arntz, Jerry McConnell or Lee Schmitz, rather than Fatso Gioinni, but Rear Admiral Dan Gallery's Fatso, who comes to life in ***Now Hear This,*** will likely remind you of every shipmate comedian you've ever known.

This BM1, from his secluded headquarters in the incinerator room aboard an aircraft carrier, directs the fortunes and misfortunes of many a shipmate—including the CO, XO, master-at-arms and anyone else worth meddling with. Contrasted with his legendary love affair with the Navy is his constant war with *Navy Regs,* officers, customs, shore patrol, local society and other sinister forces.

Fatso does take a tolerant view of the regulations, since he realizes they are intended for those much greener in experience and shorter in longevity than himself. But he never allows his career to interfere with his personal comfort or to infringe on his civil rights.

Admiral Gallery, a well known character in his own write, draws on 43 years' experience with other characters in the Navy to present his story.

And, speaking of respect for constituted authorities, or the lack of it (unless it's earned, of course), ***What Became of Gunner Asch?*** He went into politics, as might be expected. During World War II, Asch was not quite the master of his fate as was Fatso, so he attempted to get away from it all and achieve security by becoming mayor of a small German town and the proprietor of his own hotel. He neither gets away nor achieves security, because it just happens that his is a garrison town with both an air force base and an army post that require civil arbitration. Readers of the earlier books of Hans Hellmut Kirst will know that herein is a conflict concerning stupidity and authority, but the free spirit of man can hold it to a draw, if not conquer it.

The other fiction selection for this month, ***With Blood and Iron,*** by Douglas Reeman, presents fewer problems for the reader. It's a more-or-less straight, bang-bang action yarn concerning a Nazi sub skipper during the closing days of World War II. Come to think, there *are* a few problems, such as the eternal triangle, and the big plot to take over the failing Nazi government . . . All nicely resolved, of course.

The only trouble is, real life problems aren't quite so tidily resolved. Three selections this month, ***The Ordeal of Samar,*** by Joseph L. Schott, ***Iwo Jima,*** by Richard Newcomb, and ***The Battle of Dienbienphu,*** by Jules Roy and translated by Robert Baldick, make this point all too vividly.

As you may recall, the elite of the French army went to Indochina to clean up the guerrillas—a peasant army, at best. Somehow, it didn't work out that way. At the end of the war, Dienbienphu, considered the impregnable French strongpoint was lost. In *Dienbienphu,* Jules Roy is savage and indignant as he tells the story and lists the culprits whom he considers responsible for the debacle. He names names, too. (The commander-in-chief of the expeditionary force is said to have insisted that, logically—according to the rules—he should have won. One sometimes forgets that the rules are made only by the victors).

Iwo Jima is the story of war at its toughest, and it helps to distinguish between those elements which constitute victory or defeat. It was marked by determination and heroism, both on the part of the defenders and attackers. It was a bloody, vicious, deadly battle, perhaps the toughest in the tough Pacific war. Newcomb gives a detailed, dramatic account, with emphasis on both sides, of the men who fought it. It was here that Marines and Navymen earned Admiral Nimitz' accolade: "Uncommon valor was a common virtue."

Samar presents another aspect of the realities of war. Samar is a small island in the Philippines and the occasion was the guerilla war that followed shortly after the Spanish-American War. What are some of the problems of guerrilla fighting? Samar gives an account of certain measures taken and the fate of the commanding officer considered responsible for them.

Maybe now you're ready for a swing to science and history. ***The Scientist,*** of the Life Science Library, and ***Mathematical Bafflers*** by A. Dunn, offer one avenue. ***Meriwether Lewis,*** by Richard Dillon, is another. *The Scientist* by Henry Margenau, David Bergamini and the Editors of Life, is just as good-looking, slick and readable as any of the others in the Life series. *Bafflers* claims to contain a series of some 125 "problematical recreations to challenge and entertain you".

Meriwether Lewis must have been quite a man. Not only did he and William Clark succeed in exploring the Northwest Territory, but they did it under conditions that would have broken the heart of an ordinary mortal. A good thing they did succeed for, had the Lewis and Clark expedition failed, claims Dillon, the U. S. today might well have been a small federation, surrounded by large French, British and Spanish territories.

If you're a history buff you will be delighted to know that the Division of Naval History has recently published Vol. I of *Naval Documents of the American Revolution.* This volume covers the Revolution from 1 Dec 1774 to September 1775, in both the American and European theatres. More will follow.

Copies may be purchased from the Superintendent of Documents, Washington, D. C. at $9.00. If you wish, the Superintendent of Documents will notify you when subsequent volumes of the series are available.

"Mitchel's been out of the Navy a week now, Charlie."

TAFFRAIL TALK

WE HAVE A beneficial suggestion.

Give all hands more to do on their return from overseas deployment. Particularly desk-type creatures. Obviously, they don't have enough to do and this gives them time to think.

We can visualize how it happened just as clearly as if we were there. There were these PO1s sitting around the office (aboard USS *Kearsarge*) with their feet on the desk.

"Where you going on your leave?" asks one.

"Thought I might go up to Bonneville Salt Flats."

"You a racing nut?"

"Yeah. I guess."

"Really get some weird heaps up there, don't they? Get away with anything."

"No limit in design, hardly. Put wheels under the Big Kay, and we could enter her in the meet."

A pregnant pause while the three stare at one another, three razor-keen minds spinning their wheels frantically, cutting the idea to shreds.

"What a picture!" gloats Johnny Mathews, EM1. "42,000 tons of carrier coming down the road at you."

"We'll need a good run to get up speed," volunteers Tommy Tucker, YN1. "Better start up at the Canadian border."

Meanwhile, the technical consultant, Paul Terryberry, MM1, had been busy with pencil and paper. "I got it all figured out. When we get *Kearsarge* in the yard, she's going into drydock, see. It'll be easy to put wheels on her then. Maybe the yard workers will help us. Use four axles, eight wheels. Make the tires 50 feet in diameter to get her keel up off the ground.

"How much horsepower will we get?"

"That's not so good. M-mmmmm. Let me see. As I figure it, it would work out about 3.48 horsepower per ton. Better forget it. We'll be laughed off the track."

"I don't know. Look. If we can make 250 rpm, using all eight boilers, we can hit 211 mph easy."

"I thought you wanted to *break* the record, not just tie it."

"Lighten ship by giving special liberty to everybody except the Engineering Department."

"Better make it good the first time. We'll never have another chance."

"How will we get her stopped?"

"We won't. Just keep going."

★ ★ ★

It really happened, so they say.

The whole thing was a joint effort of two journalists and the three aforementioned Navymen aboard *Kearsarge* who obviously didn't have enough to do. It was reported as a final testimonial by John D. Burlage, JO1, and his pal Marc Whetstone (also a JO1), upon the occasion of Burlage's departure to the staff of *Naval Aviation News* in Washington, D. C.

Their topic of discussion: Think of the wildest idea that could possibly come to mind and what do you have? Obviously it was Kearsarge as an entry in the "open class" speed trials.

The three characters really did work the whole thing out. Whether or not they ever got the show on the road, we can't say.

We look forward to forthcoming issues of *NA News* and *Kearsaga*, ship's newspaper of CVS 33, with great interest. We always have. Incidentally, we can see how these "wildest ideas" contests might catch on.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

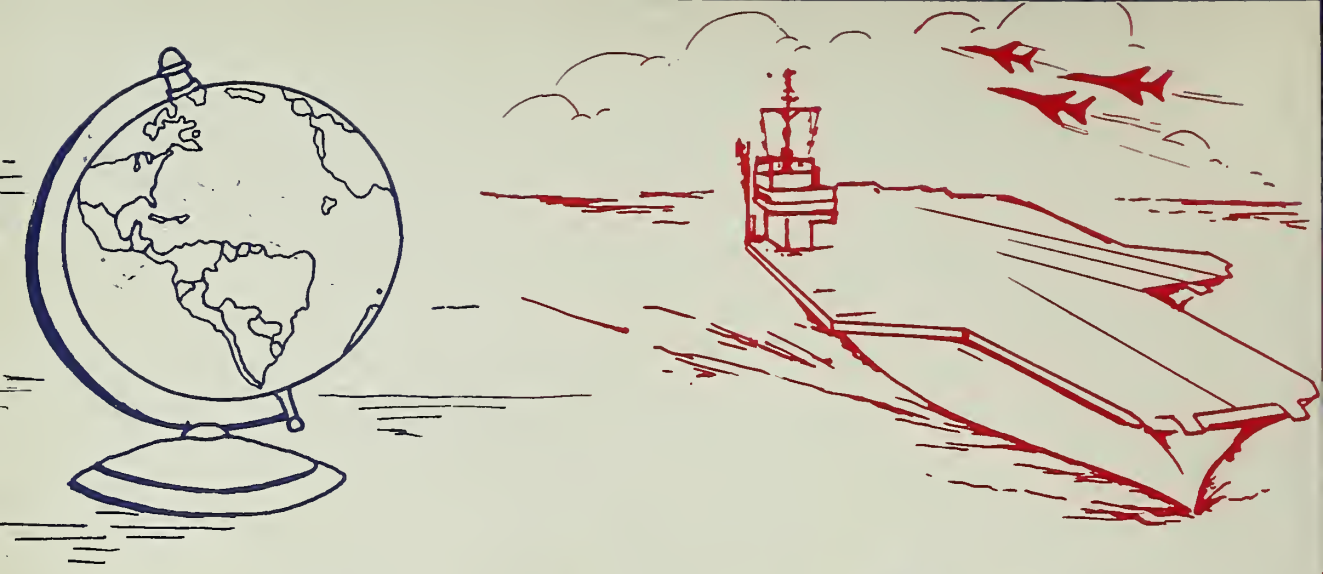
Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• AT RIGHT: WELL DONE—Haspital Carpsman Secand Class Tray W. Daaley, USN, receives cammendatian far removing steel splinter fram shipmate's eye under emergency conditions abaard USS Wilhaite (DER 397). The commendation fram ADM T. H. Maarer, then CincPacFlt, was presented by RADM H. S. Persans, Hawaiian Sea Frantier Cammander.

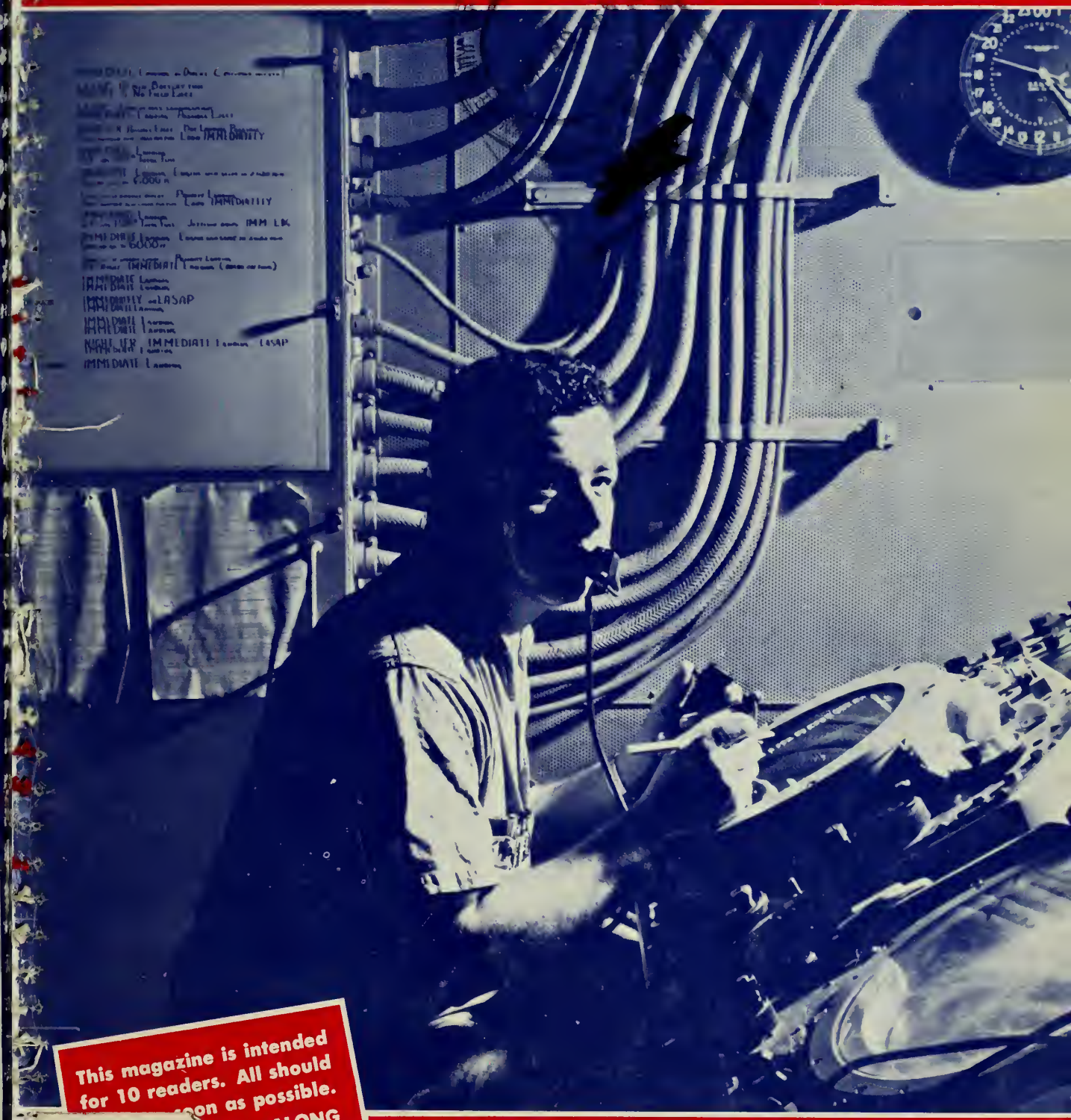

WILR
DER-397



fringe benefit-
adventure
experience
• • •
NAVY
style

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



JUNE 1965

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JUNE 1965 | Nav-Pers-O | NUMBER 581

TABLE OF CONTENTS

• **FRONT COVER:** KEY POSITION—V. R. Courtois, AC1, USN, holds down a very responsible job aboard aircraft carrier USS Shangri La (CVA 38) as he follows a contact in the carrier control approach room during flight operations at sea.

• **AT LEFT:** NUCLEAR POWERED cruiser USS Long Beach (CGN 9) rolls with the waves as she runs into a rough stretch of sea.—Photograph by N. R. Nuttall, PHC, USN.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

Photos on pages 2, 3, 4, 5, 9, and 15 by James F. Folk, PH1, USN

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to subactivities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

Pilots Check Target Area

LT Majors Listens Intently to Briefing

Pilots Head for Their Planes

'A Plane Is Down'

TASK FORCE 77, the Seventh Fleet carrier striking force, commanded by Rear Admiral E. C. Outlaw, USN, had been ordered to launch another aerial strike against North Vietnam.

On the carrier USS *Coral Sea* (CVA 43), Task Force flagship, Commander H. P. Glindeman, Commander of Carrier Air Group Fifteen, had met with the planning board to schedule the ordnance the planes would carry.

Throughout the night ordnancemen worked below decks arming bombs, and then loaded them on planes positioned on the flight deck.

The pilots were assigned their targets and now, in *Coral Sea's* ready rooms, they were receiving last-minute instructions from flight leaders.

One of these pilots was 31-year-old LT William T. Majors, USN. He and other A-4C *Skyhawk* jet pilots of Attack Squadron 153 would be taking part in today's attack on Bac Long Island, deep in the Gulf of Tonkin.

Like the other Seventh Fleet pilots of Task Force 77, Majors was now putting to use the training he received as a naval aviator. With 3000 pilot hours, he had 350 carrier landings behind him—130 landings on *Coral Sea*.

WHEN WORD COMES to launch a strike, the wheels start turning. Ordnance is armed and loaded, the planes are fueled and checked over, catapult crews get their gear ready, briefings are held for the pilots, and the planes are spotted so there won't be any confusion in launch order.

"The most exciting part is the launch. After 350 launches it still fells like a carnival ride," LT Majors says.

"We go from 0 to 170 knots in less than 200 feet. During that fraction of a second we have no control over the aircraft, and then suddenly we're airborne. There is G force in launching, but not the same as coming out of a dive or sharp turn. The pilot never blacks out during a launch."

USS Coral Sea (CVA 43) Floating Base for Viet Strikes

THE PLANES have been launched—some for the strike on Bac Long and some to strike other targets in North Vietnam. They have been out two hours and are starting to return with empty bomb racks.

His *Skyhawk* is in the pattern. Now it hits the arresting cable at 125 knots.

"How did it go, sir?" asks the plane captain as he helps the pilot out of the cockpit.

Majors answers quickly, then makes his way, past taxiing jets and plane handlers, to the island structure and then down to Ready Room Four.

While waiting to be debriefed the pilots will re-fly their missions with hands and words as they drink coffee and unwind.

This strike was the fourth for Majors since his squadron's deployment to the Western Pacific in January. On the strike against Dong Hoi, Majors' plane was shot down.

"I HAD DROPPED MY LOAD and was headed for home when I heard a muffled explosion in the engine, just as I reached the coast, and the engine started to unwind (lose RPMs)," he said.

Majors said he must have been shot by small arms fire since he felt nothing hit the plane.

"My first thought was to get as far out to sea as I could," he said. "I tried a couple of restarts, but they didn't take hold.

"I got out four or five miles before I had to eject."

After inflating his life belt, shedding his parachute and dumping

Majors and Plane Captain Check Croft

Plone Coptain Secures Majors in Cockpit

Skyhawk is Readied on Cat

shark repellent in the water, Majors got into his life raft.

"The current was taking me into shore. I sure didn't want to get caught after just dropping a load of bombs, so I paddled like the devil. It wasn't doing much good, but I paddled anyway."

Meanwhile an Air Force seaplane was on its way from Da Nang Air Base to rescue him.

Majors had gotten covered with the red shark repellent while in the water, but he wasn't there long. Twenty minutes later he was aboard an Air Force seaplane and headed back for Da Nang.

When he left the seaplane at Da Nang one of the crewmen saw red stains in his seat.

"They thought I had been hit and told me to undress. I told them I felt fine," he said, "but they were insistent, and just before they started to do the job for me I got out of my flight suit."

Majors said he had never been so embarrassed. "I had on shorts my wife sent to me that have a big red heart on the seat and on this was written 'the world's greatest lover.' Everyone got a good laugh out of that."

By evening Majors was back on *Coral Sea*, but another pilot on the same mission was not so lucky. LCDR Robert H. Schumaker ejected when his Fighter Squadron 154 *Crusader* was forced down. He is now believed to be in the hands of North Vietnamese communists.

AFTER TWO YEARS at college, Majors joined the Navy in August 1954 as an aviation cadet and received his flight training at Pensacola, Florida.

His first duty assignment was with a propeller-driven *Skyraider* squadron based at Naval Air Station Miramar, Calif. He made two Western Pacific carrier deployments with his squadron.

After 18 months as a flight instructor at Pensacola, where he had some "pretty close calls" in teaching formation flying, Majors spent two years at the Navy Postgraduate School at Monterey, Calif., where he received his bachelor of science degree.

In September 1963, he was assigned to Attack Squadron 153, homebased at NAS Lemoore, Calif. His wife and their three sons, 6 weeks, 6 and 8 years old, live at Lemoore now.

Like most naval officers Majors holds more than one job. In addition to being a pilot, he is the squadron maintenance officer and in charge of the department's 110 men.

"There is nothing I can compare carrier duty to," said Majors. "We are like a big team. Each department has its task and each man in the department plays a part."

These men have spent years in preparing for missions such as the one described above. But their training continues with each strike.

—James F. Falk, PH1, USN

Flight Talk with Fellow Pilot

Majors Returns, Heads for Ready Room

Cat Officer Signals Launch

10,000 MEN, 39 SHIPS—

Joint Training in

HELLO THERE—A rifle company CP contacts forward position. *Below:* Assault boats move inland via river.

THE AGGRESSORS were on the run. Enemy shipping had been halted by units of the U. S. Seventh Fleet and Royal Thailand Fleets. In addition the unit's antisubmarine forces had squelched the threat of an enemy submarine attack.

Mine Flotilla One had swept channels in the Gulf of Siam near southern Thailand for amphibious ships to enter and discharge Battalion Landing Teams from the U. S. Third Marine Division and the Royal Thai Marine Corps, together equaling 3000 troops.

Underwater demolition teams had reconnoitered the landing beaches and reported them safe for assault.

This military action took place during Exercise Jungle Drum III but, to 5000 inhabitants of Thailand's Pattanni province watching the amphibious landings, it might have seemed like the real thing.

Jungle Drum III was jointly conducted by Thai and U. S. naval forces as an exercise in amphibious operations, with RADM Edwin S. Miller, USN, in command and RADM Satap Keyanon of the Royal Thai Navy as Deputy Commander. The guided missile cruiser USS *Canberra* (CAG 2) acted as flagship for the exercise.

Thirty-nine Royal Thai and U. S. Navy ships manned by nearly 10,000 sailors and marines took part in this bilateral training exercise. Besides troopships and minesweepers there were cargo ships, replenishment ships, submarines, destroyers and cruisers.

Exercise Jungle Drum III was closely coordinated with a major Thai counterinsurgency exercise running throughout most of the country. The exercise envisioned insurgent forces supported by a hypothetical aggressor nation.

The Royal Thai armed forces had neutralized the insurgents, except in southern Thailand where an organized aggressor force was engaged. To dislodge and destroy this aggressor force Thailand asked the United States to cooperate.

The landing force was commanded by Col W. M. Graham, Jr., and officers from both the United States Marines and the Royal Thai Marine corps. Thailand's prime minister, Field Marshall Thanom Kittikachorn, was on hand to watch the beach assault phase with ADM Siri Krachangnetara, Commander-in-Chief Royal Thai Fleet; VADM Paul P. Blackburn, Jr., Commander U. S. Seventh Fleet; and nearly 100 other senior Thai and U. S. officers. There were also observers from various military attaches in Bangkok.

Before the landing, the beaches were softened up by simulated long range shore bombardment from de-

THE HUNTERS—Royal Thai marines move out to find enemy. *Rt:* First wave of troops hit the beach under 'fire.'

Thailand

stroyers and cruisers. Then came close air support by First Marine Aircraft Wing pilots operating out of Don Muang airport located near Bangkok.

As the first wave of landing craft approached the "aggressors" (Marines who had dug in on the beach to play the enemy role) opened fire. Then they quickly fell back as the amphibious tractors rolled up on White and Red Beaches and, by the time the fourth wave landed its troops, the "aggressors" were deep in the jungle.

The beach was secured. Headquarters companies were set up and the beachmaster set to work laying steel mesh roads in the sand for heavy equipment as the Thai and U. S. Marines headed into the jungle after the enemy.

Now began the job of seeking out the insurgents and destroying them. According to plan this would be done during the remaining four days of the exercise.

Jungle Drum III was larger in scope and scale than Jungle Drum II, held in 1963, but the objective was the same—to train Thai and U. S. forces in planning and executing combined amphibious operations while affording an opportunity to develop close working relations and understanding.

—James F. Falk, PH1, USN

JUNGLE DRUMS III—Thailand and U.S. units participate in amphibious assault exercise to rout simulated aggressor.

'GATOR NAVYMEN show their modern power during Exercise Steel Pike I, held off coast of Spain during 1964.

A Look at the Gator Navy

IT MAY be stretching a point only a little to say the Trojan War provided the first recorded amphibious landing. Many of the basic principles used today were used then. Consider the Trojan horse as the amphibious vehicle and the city of Troy as the beachhead. Legend or not, the idea worked and Troy was conquered.

There were many other amphibious landings between then and the day the U. S. Amphibious Force Atlantic Fleet was established in 1942.

Julius Caesar, in 56 BC, landed two Roman legions north of the Thames River to begin his conquest of southern England.

William the Conqueror again made England the scene of a waterborne invasion when he landed his forces at Pevensey in 1066. He defeated Harold, the Saxon King, at Hastings and founded a new royal line.

Some 600 years before World War II landings, the English invaded France by landing at Normandy.

From 1776, when the 13 colonies declared their independence, until 1941, American Navymen and Marines made some 180 amphibious landings. One of these, the amphibious landing at Vera Cruz during the Mexican War, was a model for future amphibious operations.

THE PREMIERE of modern amphibious warfare came with World War I, but was something less than a success. The British in their 1915 Dardanelles Campaign made an assault landing on a hostile shore. The operation, had it been executed with more care, might have been a success. Instead it was a bloody failure.

During the 30's, the Navy and Marine Corps conducted amphibious exercises in the Caribbean area. As a result, a manual on landing operations, issued to the Fleet in 1938, laid down organization and doctrine of amphibious warfare on such sound lines that it could be followed, with amplification, during World War II.

But, when the U. S. entered the war, that's just about all that amphibious warfare consisted of. The problem was assigned to the Atlantic Service Force as additional duty.

However, it wasn't long before it became evident that, to support the allies and win the war, ground forces would have to be put ashore on open, hostile beaches.

OPERATION TORCH landing craft had to be pulled ashore. *Rt:* Today's LSDs are built for fast amphibious landings.

On 20 Feb 1942, an admiral and eight other officers received a message. "Create an amphibious force," it said. Their orders were simple, with little elaboration; actually, there wasn't much on which to elaborate. Transports were given and taken away. The Marines, which made up the land striking force, were shipped off to the Pacific and Army troops were used to fill the gap.

Yet it was from this meager beginning the Amphibious Force Atlantic Fleet was born. And at age eight months it made its first battle cry—Operation Torch, the landing on North African beaches.

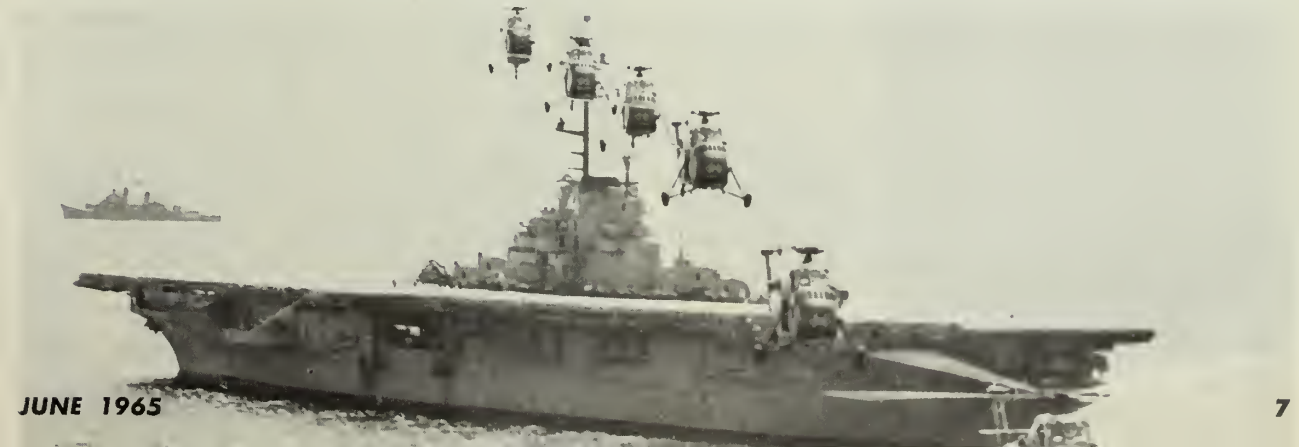
ALTHOUGH the flotilla that headed from Hampton Roads on 23 Oct 1942 was under naval control, it wasn't made up entirely of Navy ships and men. True, there were some new cruisers and destroyers, but there were merchant ships so recently converted to fighting ships that their holds still smelled of coffee, flour and machinery.

Two major ships were manned by Coast Guardsmen—an instance not unusual during time of war. But a smaller ship didn't even have a military crew. The coastal fruit carrier ss *Contessa* was manned by volunteer merchant seamen who had been residents of the Norfolk city jail. By the time *Contessa* was ready to sail, the convoy already was three days out and steaming at 12 knots. Nevertheless the nine-knot *Contessa* and her crew voluntarily steamed unescorted to North Africa and arrived in time for the invasion.

There was no trained landing force as such. Many of the invasion leaders had no knowledge of the mission until a few weeks before it was launched. Since German U-boats ruled out ocean-facing beaches with the more realistic surf conditions, the little training that was available had

MARINES STORM ashore from landing craft during amphibious assault exercise. *Below:* Navy LCM rests on beach as tank is unloaded during assault.

ASSAULT ship *USS Boxer* (LPH 4) is designed to land personnel via helicopter in "vertical" envelopment role.



TANK LANDING ship puts support vehicles and equipment ashore by use of pontoon causeway leading to the beach.

been conducted in calm waters.

Most soldiers going ashore had never made an amphibious assault, even in training. Some assault boat coxwains were recruited from the ranks of lobster fishermen and crabbers, the only men available who had experience in handling small craft. Others had no previous experience.

There were no amphibious ships because none had yet been built. They all came later and were specifically designed for amphibious warfare—the tank landing ship (LST), dock landing ship (LSD), utility landing craft (LCU), attack transport (APA) and attack cargo ship (AKA) to meet Navy needs.

TROOPS SWARM down debarking net to landing craft which will put them ashore for amphibious assault.

Converted tankers and merchant ships were used; a cruiser served as the amphibious command ship. In short, Operation Torch was conducted with hardly anything that is involved in an amphibious operation today—except determination.

Yet Operation Torch took place when and where planned. On 8 Nov 1942, the Army troops landed on the beaches and, within the week, were pushing inland.

New ships and doctrines were put to the test as soon as they were developed. The LST was designed to do just what seamen had been using their skills to avoid since man went to sea—run aground. The LSDs were made for landing craft which, though too small to go it alone, were too big to be hoisted easily onto a ship.

Before the North African landing, it was known that a cruiser was not suitable as a command ship. The Bureau of Ships had worked on the AGC for some time, but none were ready in November 1942. The cruiser USS *Augusta* (CA 31) was the next best and was chosen for the assignment. The submarine USS *Gunnel* (SS 253) served as beacon ship for Operation Torch.

AND IT WAS the commanding officer of this sub who, 23 years later, would direct the biggest peacetime amphibious operation in history—Steel Pike I. Vice Admiral John S. McCain Jr., now Commander Atlantic Fleet Amphibious Force, was happy to note considerable difference between Torch and this U. S.-Spanish Steel Pike I.

Navy amphibious landing craft, loaded with U. S. and Spanish Marines, hit the beach on the southern coast of Spain near Huelva. Floating causeways, which reached the beach from a quarter-mile at sea, were used so that men and materials could be moved ashore in record time.

While landing craft churned shoreward with more men and supplies, USS *Okinawa* (LPH 3), *Boxer* (LPH 4) and *Guadalcanal* (LPH 7) were launching 100 helicopters which carried 3000 Marines to positions behind beach defenses in a demonstration of Navy-Marine vertical envelopment.

The antisubmarine support carrier USS *Lake Champlain* (CVS 39) and a squadron of destroyers furnished antisubmarine protection for the task force.

The personnel and heavy equipment of two amphibious squadrons—one normally deployed in the Med, and the other in the Caribbean—were transported to the exercise area in three merchant marine vessels and seven Military Sea Transportation Service ships.

During the exercise, Marines demonstrated their method of landing jet aircraft on an airstrip of less than 4000 feet. The method is called SATS (Short Airfield for Tactical Support). In principle, it is an aircraft carrier deck moved ashore complete with arresting equipment.

About 80 ships and 60,000 men took part in the amphibious exercise which lasted five days.

Amphibious warfare, though it has developed rapidly during its 23 years, still has quite a way to go. Current plans call for an amphibious force that, by 1972, will travel 20 knots. There are three LPHs, ten LPDs, one LST and one AGC now on the builders' ways. Blueprints have been drawn for others.

—Jere B. Sellars, JO2, USN

OVER HE GOES—Oscar is thrown over the side, 'Man Overboard,' is sounded and the crew rush to their stations.

Oscar Overboard!

IT'S A ROUGH ordeal for poor Oscar, but so far he has managed to survive every man overboard drill on USS *Oklahoma City* (CLG 5). His predicament begins when someone decides it's time to test the crew's lifesaving abilities. Oscar then experiences the most unpleasant fate that could befall any self-respecting seadog—from the bow of the cruising cruiser he unceremoniously topples over the side.

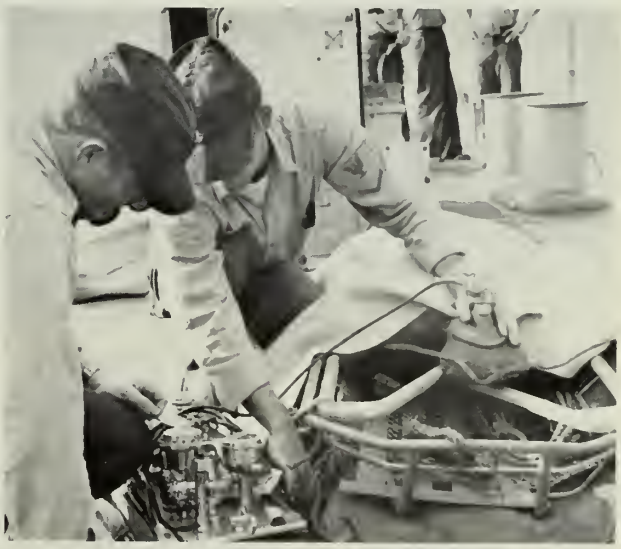
"Man overboard, port side," cries out an eagle-eyed seaman on the fo'c'sle. Life rings fly from the ship, short blasts blare from the ship's whistle and men race to their stations to muster or help with the rescue.

"Hard left rudder" orders the OOD, and the 15,000-ton guided missile ship swings to port as a signalman hoists the yellow and red Oscar flag. Lifeboats are manned and readied for lowering while muster reports are phoned to the bridge. All hands present.

All except Oscar the dummy, that is—but he too will be back safely on board after being snagged with a grappling hook. Life rings will be retrieved and the crew will resume ship's routine until the next drill—or the real thing.

—Photos by James F. Falk, PH1, USN

THE RESCUE—Crew recovers Oscar.

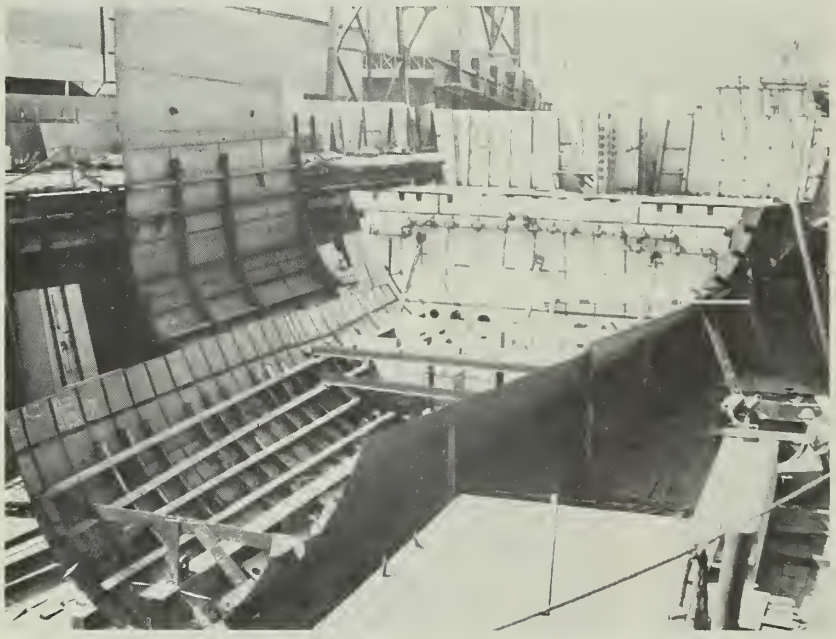


DRILL—Hospital corpsmen practice administering resuscitation. *Left:* Oscar is returned to the fo'c'sle.

(1) Hull of *Stoddert* from dock floor

(2) Bottom rests on keel blocks

(3) Crane lowers section of bottom



(4) Beginning of ship's bow

(5) *Stoddert* looking forward from stern

At times we take too much for granted. For some months, ALL HANDS *has been reporting in its columns the construction, launching and commissioning of new ships and modification of older ones. Usually we confine ourselves to the bare statistical data—pertinent dates, dimensions and armament.*

Here is a more detailed story of the work and planning that goes into the construction of one ship, in this case USS Benjamin Stoddert *(DDG 22). In the December 1964 issue of* ALL HANDS, *we mentioned briefly that, in company with her sister ship* USS Waddell *(DDG 24),* Stoddert *was launched in Seattle. The story of* Stoddert *is characteristic of most*

BIRTH

Navy ships, from minesweepers to the most recent aircraft carrier, USS America *(CVA 66).*

A MODERN SHIP begins its life just like any multi-million dollar construction job, many months before the first pieces of steel join one another to begin to form the hull. Navy planners must look far into the future to decide what features must be included in forthcoming ships and what ships must exist to carry out the Navy's mission.

Often the result will be an entire generation or class of ships, constructed from the same basic plan. This was the case with the *Charles F. Adams* (DDG 2) class of guided missile destroyers. This now consists of 23 members of which *Stoddert* is one of the most recent.

In such a family of ships, each individual can be said to date its conception from the moment of authorization of funds. Plans and specifications have been previously settled upon from the time the class leader was authorized and, by this time, the latter ships have benefited by the experience of their predecessors.

Following authorization, plans are supplied to competing shipyards for the formulation of bids. It's difficult to realize the true magnitude of the organizational task confronting the successful bidder.

He must deal with a mountain of detailed plans and specifications—a plan or blueprint for every system

aboard ship, such as electrical wiring, fresh water piping, fire-fighting water piping, air ducting and air-conditioning, steam flow in the engineering plant, and countless others. There are blueprints for the layout of compartments and deck fittings, sanitary drains, communications, antennas, and the placement of doorknobs.

The documents required for the construction of a modern warship would easily fill the wardroom to overflowing.

The builder's job is complicated by the necessity for including many improvements developed by earlier ships in the class or considered essential by the Navy in the light of more recent knowledge, more advanced

(6) Ship begins to take shape

OF A DESTROYER

technology or to meet a specific need.

THUS, by the time the last ship in a class is built, it may be significantly different from the class leader, retaining the basic design, but altered perhaps in main armament, propulsion machinery, arrangement of superstructure or layout of compartments.

After he has thoroughly absorbed the details of the ship he is to build, the contractor decides whether to form the hull in a drydock or on building ways. The latter method is generally preferred because drydock construction ties up the drydock until the ship is ready for launching—about a year for a DDG—and denies its use for ship repair.

With the construction site chosen and the first structural parts of the ship arriving from the shops, the keel is laid in position on the keel blocks (Photos 1 and 2) which will support the weight of the ship until it is launched. The keel is a gigantic I-beam running almost the entire length of the ship, giving it its basic strength fore and aft. Photo 1 shows the hull of *Stoddert*. The square attachments on the hull are zinc plates used to combat corrosion of the hull during the fitting-out period.

Photo 2 also shows the bottom of the ship taken from the floor of the dock looking forward. The weight of the entire ship is resting on the wooden keel blocks underneath the ship. The attachment on the bottom

(7) ond (8) Ship's sponsor receives and breoks chompogne

(9) Looking aft from drydock floor

(10) Drydock flooded down for launching

(11) Hull is flooted out

(12) Launching time

(13) and (14) Towed to fitting out pier

of the ship in the right hand middle of the photograph is the sealing gland through which the propeller shaft protrudes.

Photos 3 and 4 show the keel, plus the first side hull pieces. These pictures give an insight into modern ship construction practices, emphasizing the use of prefabricated sections of hull, welded together in the shops, rather than metal plates riveted to ribs rising from the keel, as used before World War II. The new construction techniques result in more rapid construction and a stronger and more seaworthy ship.

Photo 3 shows a crane lowering a section of the bottom. In the very center of these sections running from the sign toward DLG 21, is the keel. The beams on either side of the keel and parallel to it are the longitudinal frames.

Photo 4 shows the beginnings of the bow. Exactly in the bottom of the V in the lower left hand corner of the photograph is the keel.

Photos 5 and 6 indicate how the prefabricated sections are assembled at the drydock and fitted into place in the hull. Number 5 shows a view of *Stoddert* looking forward from the stern. The section method of construction is very evident here as seen in the prominent after section.

(15) *Stoddert* at fitting out pier

STODDERT is beginning to take shape in Number 6. In the foreground is the bow section resting upside down. In the background are *Cochrane* (DDG 21) and *Goldsborough* (DDG 20), sister ships of *Stoddert*. You will note how *Cochrane* has no superstructure and *Goldsborough* is just beginning to receive hers.

Hull construction usually requires from six months to a year, depending upon the type of ship. *Benjamin Stoddert's* hull was ready for launching in seven months. No launching is complete without ceremonies and the traditional breaking of the bottle of champagne over the bow. Photos 7 and 8 show Mrs. Henry Ravenel, the great-granddaughter of Benjamin Stoddert, and the ship's sponsor, as she receives the bottle of champagne and breaks it over the bow.

The building yard usually launches the hull and moves it to the fitting-out pier as soon as possible in order to free the drydock or building ways for use by another ship. Photo 9 is a view looking aft from the floor of the drydock. The bulkhead directly in front is the drydock caisson for allowing the dock to flood. The devices coming off the hull are struts used for the support of the propeller shaft.

Photo 10 shows the drydock being flooded down for launching. The water is admitted by floodgates in the dock caisson.

Photos 11 and 12 show *Stoddert*, after being floated out of dry dock, being towed to the fitting-out pier for work on her superstructure.

In Photos 13 and 14 *Stoddert* is being towed from launching to fitting-out pier.

WHILE THE HULL was in construction the subcontractors were busy supplying the assemblies requiring specialized work. Coordination at this stage is essential to avoid installing one component in the way of another. Twenty-one months of work on *Stoddert* were required at the fitting-out pier to ready the ship for tests and trials. Figures 15 through 17 show the progress of this phase of construction.

In Numbers 15 and 16, *Stoddert* is lying alongside the fitting-out pier after launching, and the superstructure is beginning to go up. Compare *Stoddert* with *Cochrane* (DDG 21), lying outboard, which has been in the water several months longer. The main parts of the superstructure are completed and the workmen are beginning to get to the smaller details.

Photo 17 shows *Stoddert* with almost all the superstructure completed. The missile launcher is just being installed and still has its protective housing. Hoses and electrical cables still form a maze covering the ship.

DURING THIS PERIOD another essential component of the ship is being readied—the crew. The Bureau of Naval Personnel takes pains to select carefully the crews of all new ships to provide a broad base of experience in all fields and to reduce the number of personnel problems to a minimum during the crucial first year of the ship's commissioned service.

The qualities of the commanding officer are, of course, of extreme importance. He attends specialized schools necessary to prepare him for command of his new ship.

The department heads and senior petty officers, similarly carefully chosen and, in many cases, trained, are ordered to join the commanding officer at the building yard about six months before completion of the ship to permit them to obtain detailed firsthand knowledge of their ship and jobs.

Meanwhile, the executive officer, division officers and remainder of the crew are assembled at a naval training center to undergo general training and team training and to begin to form the all-important crew identity. Here, seamanship, damage control, fire fighting, first aid, small arms, telephone talking and a host of other subjects are taught to the new crew members, as shown in Photos 18 and 19.

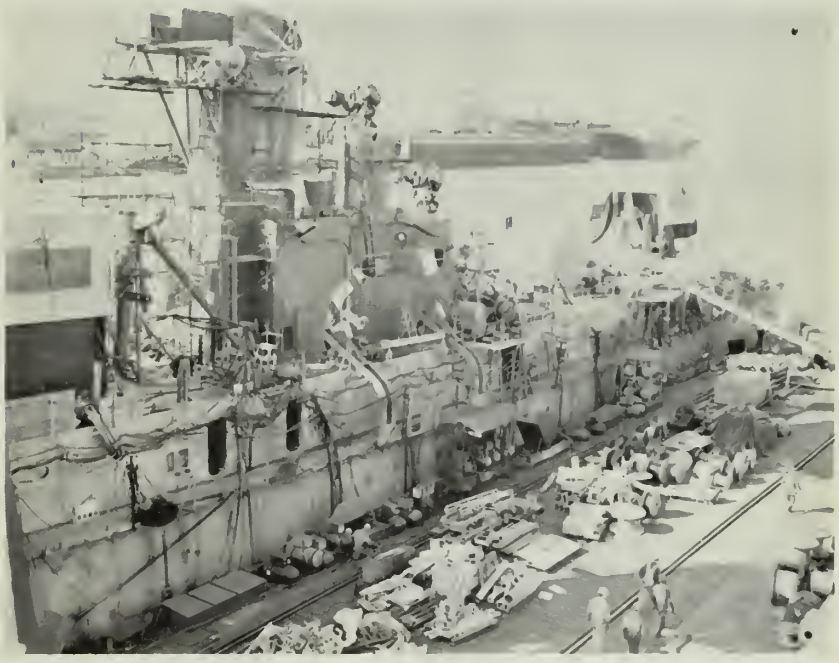
Number 18 shows members of the precommissioning detail learning the correct way to tail a line, and in Figure 19, they are receiving the fine points of refueling at set.

The two segments of the ship's crew are brought together at the building shipyard (Photo 20) at the completion of construction of the *Stoddert*.

BUT BEFORE the crew can take over, the builder must demonstrate to the Navy that the ship will perform according to specifications. To this end, the yard schedules two trials or test periods.

During the first, the shipyard demonstrates the ship's design features to its own men, noting those particulars in which the ship apparently does not measure up to standards, and scheduling corrective work.

(16) Work begins on superstructure



(17) Ship begins to shape up

(18) Precommissioning detail practices seamanship

(20) Precommissioning crew boards plane

(19) Refresher on refueling

(21) SecNav Nitze at commissioning

(22) Crew boards *Stoddert*

(23) *Stoddert* has Tartar missiles

The second trial requires demonstrations to Navy inspectors and, if all goes well, results in conditional acceptance of the ship by the government. At this time, the ship is delivered to the Navy and the crew moves aboard, awaiting only commissioning to become a recognized Navy ship.

The commissioning ceremony marks the entry of the ship onto the Navy's active rolls and the assumption of command by the captain. Commander Walter M. Meginniss, USN, assumed command of *Benjamin Stoddert on* 12 Sept 1964, just three weeks after delivery and 27 months after the keel was laid. Figures 21 and 22 show the commissioning ceremony at which the Honorable Paul H. Nitze, Secretary of the Navy, was guest speaker.

Photo 21 shows SecNav Nitze delivering the commissioning remarks; Number 22 shows the crew of the now United States Ship *Benjamin Stoddert* (DDG 22) manning the ship after the commissioning ceremony.

THE COMMISSIONING does not mark full readiness of the new ship to join the Fleet. Several months of specialized tests are required to determine if the ship meets all the requirements for final unconditional acceptance from the contractor. Preceding this, however, the ship enters a naval shipyard for naval fitting-out, including the installation of additional equipment and the performance of various tests. *Stoddert's* fitting-out was done at the Puget Sound Naval Shipyard in Bremerton, during a 45-day period.

Guided missile destroyers are equipped with the latest and most sophisticated weapons systems in the Navy today. Each must be exercised under controlled conditions before the ship is known to be ready for final acceptance. Special test sites for each system are provided to test them under controlled conditions and determine if they meet design specifications. Photo 23 shows a *Tartar* guided missile blasting off from a single-arm launcher.

At the conclusion of the test series the ship undergoes the final acceptance trials, at which all previously noted discrepancies are examined and the Navy decides whether the ship can be accepted unconditionally or if exceptions must be specified. The final trials usually occur near the end of the contractor's guarantee period and are followed by a second period in a naval shipyard to correct discrepancies and bring the shipyard installations up to date. The last Photo, Number 24, shows *Stoddert* heading to sea for trials.

During the trials the crew has been learning the ship under ideal training conditions, exercising every mode of every piece of equipment on board, but still not in a battle environment.

The final training of the crew is performed by the Fleet Training Group in shakedown training, where all the lessons of the previous months must be demonstrated under realistically simulated combat conditions.

It is here that the crew-ship team is tested as a unit. Upon final graduation, the new ship is ready, in every sense of the phrase, to join the Fleet.

(24) *USS Stoddert* (DDG 22) heads to sea

LOADED AGAIN—

Boilermakers

TIRED BRICKS can cause "tired blood" in a fighting ship's boiler heart, so the boiler crew must re-brick to get the ship back in top condition.

Such was the case aboard USS *Oklahoma City* (CLG 5) when bricks in one of the cruiser's four boilers deteriorated. The ship could operate on three boilers but four were needed for maximum speed and efficiency.

The entire process took nearly 500 man hours. Old brick had to be removed from the boiler's sides and floor. Insulating blocks were then cut and set in place, held by anchor strips. A layer of insulating brick followed, and, finally, the fire brick.

Two crews worked around the clock during a short inport period to finish the job normally done in a shipyard. When they were done, the boiler was again ready to burn black oil at temperatures exceeding 3000 degrees Fahrenheit.

Under normal conditions, the bricks will last about five years.

Clockwise, from top left: (1) Insulator brick is hand cut to fit against anchor bolts. (2) Laying fire brick at expansion joint. (3) Masonry saw is used for cutting fire brick. (4) Blueprints are checked. (5) Three layers of bricking (insulator block, insulator brick and fire brick) are used for job.

LOOK OUT BELOW—New escorts scheduled for Fleet will have latest improvements in electronics design.

New Ships on the

WANTED: SHIPS. And that is just what the Navy is getting under the current annual Shipbuilding and Conversion Program.

A total of 55 ships will join the Fleet from various Navy and private shipyards throughout the country—48 have yet to be built while seven are scheduled for conversion.

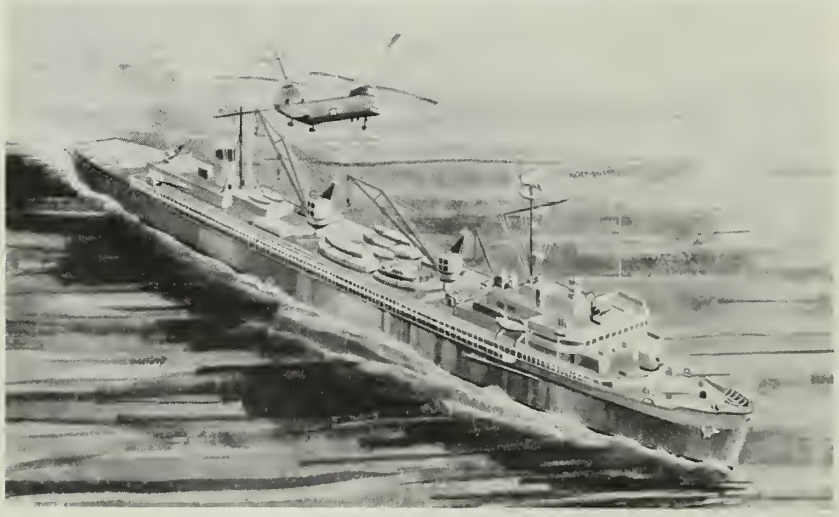
Here's a brief look at the different types that will, before long, be in the Navy:

Sixteen *escort ships* (DE) will be especially designed for locating and destroying submarines. Each will have the most advanced antisubmarine warfare detection devices and weapons available, such as antisubmarine rockets (*Asroc*), drone antisubmarine helicopter (*Dash*), ASW torpedoes, and one 5-inch gun.

As part of a new design, the ships will incorporate the improvements which the Bureau of Ships recommended through its Coordinated Ship Electronics Design and Work Study Programs. Each ship will be 438 feet long, 47 feet wide and will have a full load displacement of 4100 tons.

A *destroyer tender* (AD) will furnish repair and support facilities to destroyer type ships, including guided missile destroyers and frigates. Her length will be 643 feet, she'll have an 85-foot width and will displace 21,600 tons fully loaded.

FOR THE DD'S—New destroyer tender under construction will be specialized to take care of new types, as well as the old, including their missile systems.



Her armament will consist of one 5-inch gun.

Two *combat stores ships* (AFSs) are included in the program. They will deliver refrigerated stores, dry provisions, technical spare parts and general store type material to the Fleet at sea. Each ship will be 581 feet long, 79 feet wide and will displace 16,500 tons fully loaded. As armament they will have four 3-inch twin gun mounts.

The two *replenishment fleet tankers* (AORs) will provide petroleum products, ammunition, and other provisions to the operating forces while underway. They will have four 3-inch guns, a length of 675 feet, a width of 96 feet and will displace 40,000 tons fully loaded.

WITH THEIR NEW design, the four *attack cargo ships* (AKAs) in this program will combine maximum cargo lift capabilities with the greatest speed attainable in this type of hull. In addition to a helicopter landing platform, these ships will carry combat cargo, troops and landing craft. Each will be 580 feet long, 82 feet wide and will displace 20,700 tons fully loaded. For armament, they will have four 3-inch twin guns.

Two *amphibious transport dock ships* (LPDs) will be built. They are similar to those in the 1964 program. They will carry landing craft, transport helicopters and combat troops and their equipment. Designed to operate with amphibious assault ships, they will supply heavier pieces of combat equipment needed by the troops who have landed on the beach from other ships. Each new LPD will be 562 feet long, 82 feet wide and displace 16,900 tons fully loaded. Each will have four 3-inch twin gun mounts.

A *dock landing ship* (LSD) is also on the current listing. It will transport and launch loaded amphibious craft and vehicles, with their crews, for amphibious assaults. In addition, it will give limited docking and repair service to smaller ships and craft. With its 555-foot length and 84-foot width, the ship will displace

13,650 tons fully loaded. Its armament includes four 3-inch twin gun mounts.

Even with its new design, the newest *tank landing ship* (LST) will be easily recognized. It will transport and land amphibious vehicles, tanks, combat vehicles and other equipment in amphibious asault, and have the capability of launching and recovering helicopters. Its length will be 518 feet, her width 68 feet, and she will displace 8342 tons. Her armament will include four 3-inch twin gun mounts.

The three *motor gunboats* (PGMs) authorized in the 1965 program will be designed to operate offensively on patrol blockade or surveillance missions in waters other than the open sea. Each will have an over-all length of 165 feet, a beam of 23 feet and a full load displacement of 240 tons. Armament will include one 3-inch gun and one 40-mm gun.

THE SIX NUCLEAR powered *attack submarines* (SSNs) will be about the same as those in the 1964 program. Designed for use against all types of ships (especially enemy submarines), these new subs will have a high submerged speed and long range sonar detection equipment along with antisubmarine warfare weapons such as antisubmarine rockets (*Subroc*). They will have an over-all length of 292 feet, a beam of 31 feet and a full load displacement of 4100 tons.

Two *oceanographic research ships* (AGORs) are scheduled to augment the fleet of scientific vessels. They will have an over-all length of 209 feet, a beam of 39 feet and a full load displacement of 1380 tons.

As a self-supporting ship on long operations, the larger of two *survey ships* (AGSs) will conduct military hydrographic and oceanographic surveys. With a full load displacement of 4200 tons, she will have a 380-foot length and a 54-foot beam. Her armament includes four 50-caliber machine guns.

The second survey ship in the 1965 program will be smaller with an over-all length of 209 feet, a beam of 39 feet and a displacement of 1400 tons. It, too, will conduct oceanographic surveys and collect other scientific data.

The *submarine tender* (AS) in this program will have facilities to repair nuclear power plants. It will be 642 feet long, 85 feet wide and will displace 24,000 tons. Its armament will include two 5-inch single mounts and four 50-caliber machine guns.

THE AMPHIBIOUS FORCE FLAGSHIP (AGC) will be the first new design of this class since World War II. Among other improvements, it will have an advanced communication system combined with planning facilities and tactical control areas. In short, this ship will have all the

Construction and Conversion Assignments

Here's how the construction and conversion of ships have been assigned, implementing the Fiscal Year 1965 Shipbuilding and Conversion Program:

Naval Shipyards — *New Construction*

Mare Island Naval Shipyard—Two nuclear attack submarines (SSN)
Philadelphia Naval Shipyard—One amphibious force flagship (AGC)
One tank landing ship (LST)
One amphibious assault ship (LPH)
Puget Sound Naval Shipyard—One destroyer tender (AD)
One fast combat support ship (AOE)

Conversion

San Francisco Naval Shipyard—One transport submarine (APSS)
Philadelphia Naval Shipyard—One Polaris cargo resupply ship (AKFBM) Conversion

Private Shipyards (after competitive bidding):

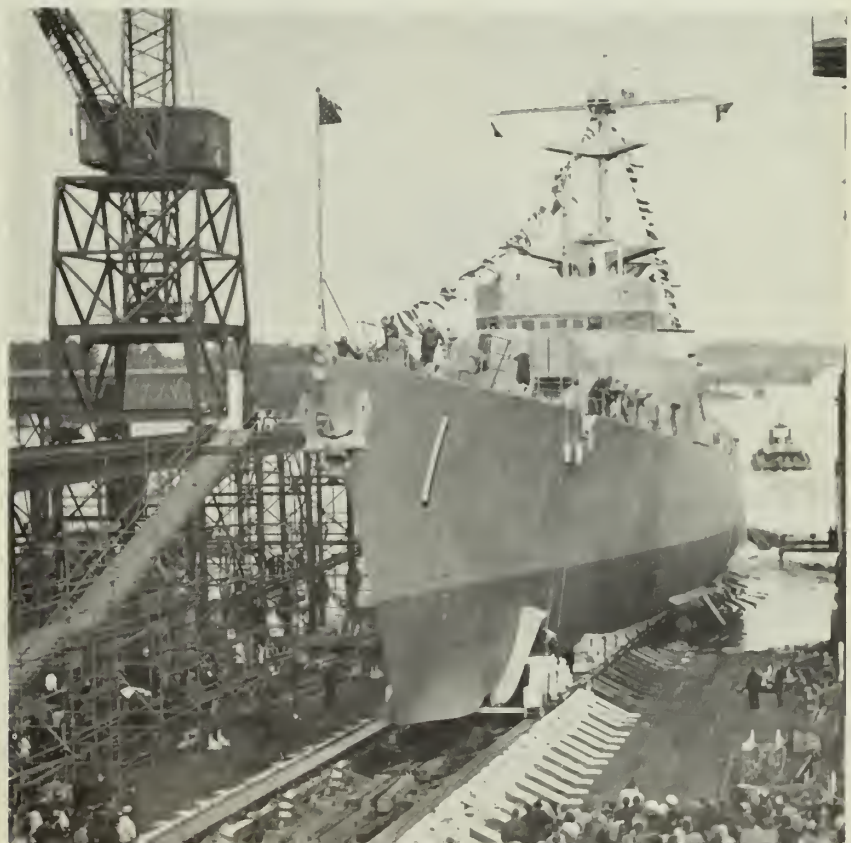
New Construction

Four nuclear powered attack submarines (SSN)
One dock landing ship (LSD)
Two amphibious transports, dock (LPD)
Three motor gunboats (PGM)
One submarine tender (AS)
Four attack cargo ships (AKA)
Two combat store ships (AFS)
Two replenishment fleet tankers (AOR)
Two oceanographic research ships (AGOR)
One surveying ship (AGS) (large)
One surveying ship (AGS) (small)
Two ammunition ships (AE)
Sixteen destroyer escorts (DE)

Conversion

Two oilers (T-AO)
Three oilers (AO)
One *Polaris* cargo resupply ship (AKFBM)

A NEW ONE—Navy's first escort research ship, *Glover* (AGDE 1), is launched.



TWO MORE—Current program calls for two AFS's similar to *USS Sylvania* (AFS 2). They deliver refrigerated and dry goods, spare parts and general stores.

necessary facilities which the amphibious commanders use in planning and executing an operation. The new ship will be 601 feet long, 83 feet wide and have a full load displacement of 18,000 tons. She will be armed with two 3-inch, twin gun mounts.

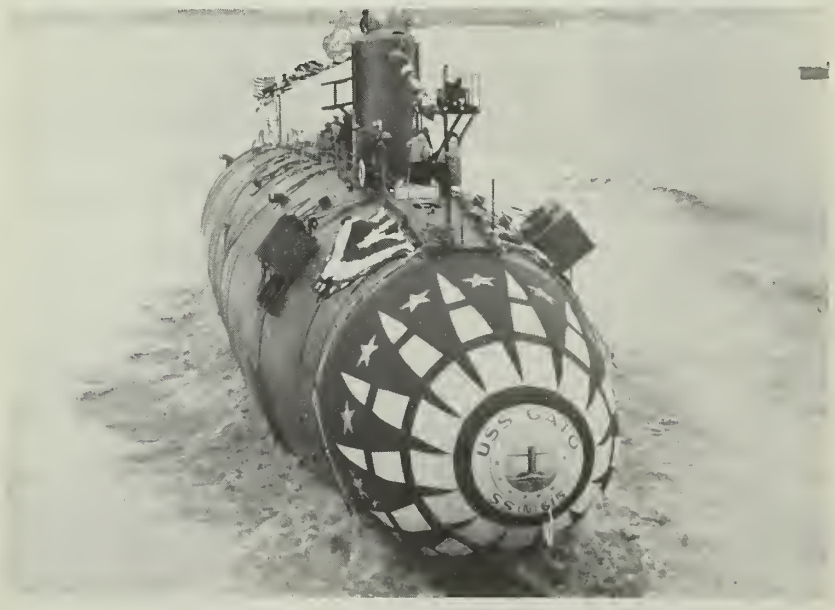
The new *amphibious assault ship* (LPH) is similar to, and has the same mission as, previous ships of this class: It will be used in Marine Corps vertical envelopment operations. Basically, this concept of amphibious assault permits greater dispersal of forces and provides a capability to establish a beachhead quicker than before. The ship will transport troops and their equipment to the beach area and then, by helicopter, land them behind the beach. The LPH will have a length of 529 feet, a beam of 105 feet and a full load displacement of 18,000 tons. She will be armed with 3-inch gun mounts.

The two *ammunition ships* (AEs) scheduled to join the Fleet will be capable of transferring missiles and other ammunition to two ships simultaneously. With their over-all length of 564 feet and 81-foot beam, they will displace 20,500 tons and will mount four 3-inch twin guns.

The *fast combat support ship* (AOE) will be similar to previous ships of this type. As a unit of a fast task force, it will furnish rapid simultaneous replenishment of petroleum products, ammunition, fleet freight and other provisions to the forces at sea. Displacing 53,500 tons fully loaded, this ship will be 793 feet long and 107 feet wide, and it will have four 3-inch gun mounts.

One of the scheduled conversions includes a *Polaris cargo resupply ship* (AK-FBM). As the third conversion of this type, the ship will be designed as a one-stop cargo ship to completely resupply a deployed *Polaris* tender. It will carry *Polaris* missiles, submarine weapons, dry provisions, general cargo, spare parts for technical equipment, packaged petroleum products, bottled gas and diesel fuel. It will be 455 feet long, 62 feet wide and displace 11,150 tons fully loaded.

ON THE WAY—Six nuclear attack subs like those on '64 program are on '65 program. *Gato* (SSN 615), shown at launching, will be commissioned in '66.

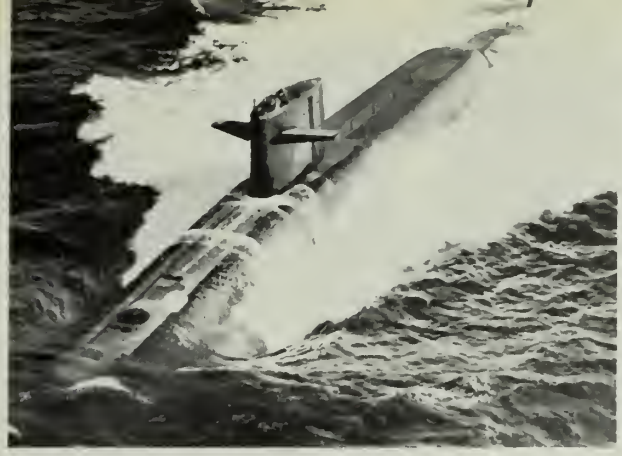


UNDER THE 1965 program, a former guided missile *(Regulus)* submarine is scheduled to be converted to a *transport submarine* (APSS). It will carry conventional torpedoes and be designed to transport over 60 troops. The submarine will have a length of 331 feet, a beam of 30 feet and a surface displacement of 2980 tons.

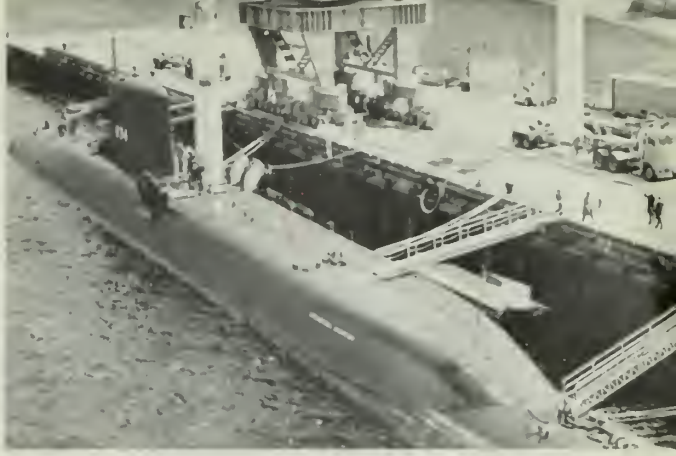
Two *oilers* (T-AOs) are also scheduled for conversion under the 1965 program. Operated by the Military Sea Transportation Service, they will carry bulk petroleum products for the Department of Defense. Each will have an over-all length of 585 feet, a beam of 80 feet and a full load displacement of 30,000 tons.

Another conversion involves three fleet oilers (AOs). Upon completion, these ships will have a length of 644 feet, a beam of 75 feet and a full load displacement of 34,700 tons. They will mount four 3-inch guns.

Also included in the 1965 program will be miscellaneous service and small craft which, in general, will be built in private yards. Two nuclear repair barges are under construction at the Portsmouth and Mare Island Naval Shipyards, where they will be used. —John C. Ramsey, JO1, USN



FBM Submarine USS Sam Rayburn (SSBN 635) now with the Fleet



USS Stonewall Jackson (SSBN 634) at Pacific Polaris missile facility

Here's the Full Roster of Nuclear Subs

The nation's 41st nuclear-powered *Polaris* submarine will bear the name of *Will Rogers*, after the cowboy-philosopher-entertainer of a few decades ago. Thus, all FBM subs currently authorized for construction are named.

To date, 29 of the 41 ships authorized are in commission, and the other 12 are all under construction.

This compares with 23 non-*Polaris* nuclear-powered submarines in commission, with an additional 26 either under construction or authorized.

Following are lists of the Navy's nuclear-powered *Polaris* submarines and the other nuclear-powered subs.

Not listed are four SSNs for which contracts have not been awarded.

Poloris Submorines in Commission

SSBN	Name
598	George Washington
599	Patrick Henry
600	Theodore Roosevelt
601	Robert E. Lee
602	Abraham Lincoln
608	Ethan Allen
609	Sam Houston
610	Thomas A. Edison
611	John Marshall
616	Lafayette
617	Alexander Hamilton
618	Thomas Jefferson
619	Andrew Jackson
620	John Adams
622	James Monroe
623	Nathan Hale
624	Woodrow Wilson
625	Henry Clay
626	Daniel Webster
627	James Madison
628	Tecumseh
629	Daniel Boone
630	John C. Calhoun
631	Ulysses S. Grant
632	Von Steuben
633	Casimir Pulaski
634	Stonewall Jackson
635	Sam Rayburn
636	Nathanael Greene

The following Poloris submorines ore expected to be in Commission by the end of 1966:

640	Benjamin Franklin
641	Simon Bolivar
642	Kamehameha
643	George Bancroft
644	Lewis and Clark
645	James K. Polk
654	George C. Marshall
655	Henry L. Stimson
656	George Washington Carver
657	Francis Scott Key
658	Mariano G. Vallejo
659	Will Rogers

Attack Nucleor Submorines

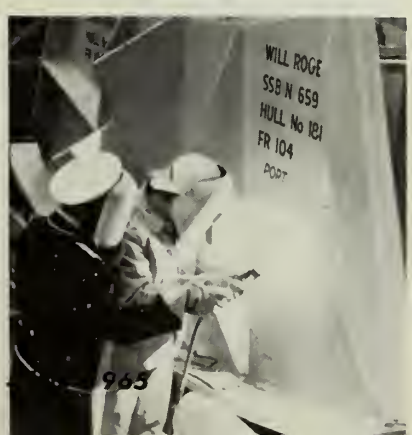
SSN	Name
571	Nautilus
575	Seawolf
578	Skate
579	Swordfish
583	Sargo
584	Sea Dragon
585	Skipjack
586	Triton
587	Halibut (SSGN)
588	Scamp
589	Scorpion
590	Sculpin
591	Shark
592	Snook
*	
594	Permit
595	Plunger
596	Barb
597	Tullibee
603	Pollack
604	Haddo
605	Jack
606	Tinosa
607	Dace

Attack nuclear submorines expected to be in Commission mid-1968:

612	Guordfish
613	Flasher
614	Greenling
615	Gato
621	Haddock
637	Sturgeon
638	Whale
639	Tautog
646	Grayling
647	Pogy
648	Aspro
649	Sunfish
650	Pargo
651	Queenfish
652	Puffer
653	Ray
660	(unnamed)
661	(unnamed)
662	Gunard
663	(unnamed)
664	(unnamed)
671	Narwhal

* SSN 593 *Thresher* lost on 10 Apr 1963

Keel laying for *Will Rogers* (SSBN 659)



Attack sub USS Haddo (SSN 604) on trials

Benjamin Franklin (SSBN 640) is launched

SIGN OF THE TIMES—Personnel of VP-16 hang out their shingle. *Rt:* Old barracks after conversion to BEQ.

This Is the House Tha

EVER HEAR a whitehat complain that he couldn't sleep in his barracks because it was too quiet? Or because his Navy-purchased bedspread didn't complement the interior decorating of his room? Or because the barracks color TV set was secured?

If not, then you should visit the new BEQ occupied by Patrol Squadron 16 at NAS Jacksonville. BEQ? Why, Bachelor Enlisted Quarters, of course.

Bachelor Enlisted Quarters are the newest look in barracks for fleet units in Jacksonville. Individual rooms have been arranged so that nearly all PO1s have their own rooms. Other rated men live two to a room while non-rated men live three or four to a room. All rooms are furnished with beds, dressers, tables, desks, closets, bedspreads, drapes and wash basins.

Captain Arthur C. Cason, Commander Fleet Air Wing 11 and early supporter of the BEQ concept, and Commander C. J. Eadie, CO of VP-16, inspected a former junior BOQ and Waves' quarters early in January and found that, with a certain amount of cleaning and painting, their idea of a BEQ could be realized.

The 17-year-old barracks, then serving as storage space, was presented to VP-16's men to use with the stipulation that all redecorating work would have to be done by them during off-duty hours without benefit of any appropriated funds. The refinishing, almost completed now, was accomplished with virtually no cost to the government.

However, VP-16 men put 2036 man-hours into the refurbishing of all spaces. During the initial cleaning session, over two dumpster bins were filled with trash. Everything from old strips of wood to a discarded automobile bumper was carried out of the building. Decks had to be completely stripped and refinished. Landscaping was initiated. Doors were placed back on their hinges.

Gallons of paint were applied, with the occupants of each room painting their own space, while a small group of men worked during duty hours to paint the hallways and lounges. They were aided at night by several men who volunteered their services to work during off-duty hours. A two-way public address system was installed.

One individual, who didn't benefit directly from his efforts, also spent much time in the evenings at the BEQ. Albert R. Gastiger, PNC, reworked an old pool table, sanding down and refinishing the wood surfaces and covering the table with new felt purchased by the squadron.

INSIDE JOB—One rec room has a pool table. *Center:* Shaving in own room. *Rt:* Interior of one of the bedrooms.

THEY DID it during off duty hours.

'ax Built

GRILLED—VP-16 crewmen even have own lounge area with barbecue pit.

Chief Gastiger, along with Donald N. Marks, ABH1, supervised the entire cleaning and remodeling efforts.

In mid-March, the squadron began moving into the spaces. All 140 single men in the squadron are now residing in the BEQ's 70 rooms. Activities such as slot car racing, model building, ceramics, shortwave radio, painting, reading and writing can be seen in many rooms.

For added entertainment, there is the pool table, a ping-pong table, a color television lounge and another lounge used for black and white TV (both TV lounges are air-conditioned). The newest addition, now being completed, is a kitchen. There are several laundry rooms located throughout the building.

Many men have begun adding to what the Navy provided initially for their new quarters. Pole and table lamps, easy chairs, overhead light fixtures, coffee tables and many other little extras can be spotted throughout the BEQ. Rugs adorn many rooms.

When the new tenants were asked about their new quarters, superlatives filled the air in the new BEQ. Praise ranged from "terrific" to "best thing that's happened to me since I joined the Navy." "When was the last time you shaved in your own room, and hung your uniforms in a closet?" asked one resident.

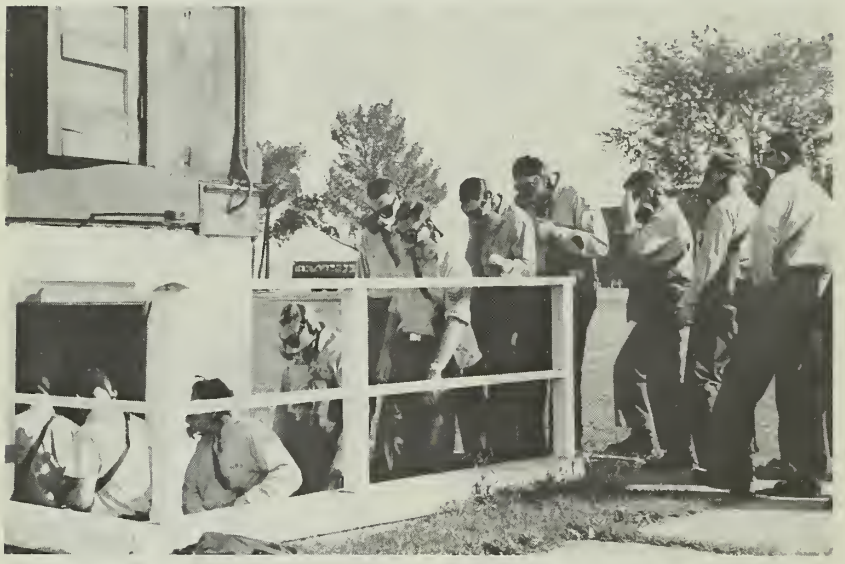
VP-16 won't hold the honor of being the only squadron living in BEQ much longer. Plans are now being made to allow other Fleet Air Wing 11 units the same privilege. It is a safe bet that after seeing the way 16's men are living, the other squadrons will be in a hurry to get into their BEQ.

—Frank Myers, JO2, USN

AT HOME—Personal additions to rooms, such as pole lamps, make the new quarters even more enjoyable.

GOOD LIVING—BEQ even has closets. *Rt:* Personnel relax in color TV room.

'RESERVISTS' were used by the American colonies during Revolution. Over 300,000 helped defeat Germany in WWI.



Reserve's

THIS YEAR marks the 50th anniversary of the U.S. Naval Reserve as we know it today. Here are some of the milestones in the history of the Reserve.

• On 3 Mar 1915, seven months after World War I had started in Europe, Congress passed Public Law 271, establishing the Naval Reserve officially. This was the most important of several legislative actions in this period which transformed state naval militias into the Naval Reserve in the form in which it exists today.

The idea of Reserve forces was not new, however. It dates back to colonial times, and was an important

TRAINING includes familiarization with tear gas. *Below:* Air Reservists plan flight, man learns about sonar.

RESERVE FORCES comprised over 80 per cent of U. S. Navy in WW II, helped fight in both Atlantic and Pacific.

Fiftieth 'Official' Birthday

factor in the defense of the American colonies before 1775.

During the Revolutionary War several of the states had their own navies. Toward the close of the war, the state navies disappeared but the concept of state naval militias lingered on.

• The Navy Department established something like a Reserve force in 1861. An act of Congress authorized the hiring of ships and crews for the "temporary increase of the Navy."

• The modern Naval Reserve movement began in 1887. There were several legislative attempts to establish a Naval Reserve. Many states organized naval militia battalions.

• During the Spanish-American War, the militia men proved themselves an important body of trained personnel. A number of ships were manned by state militia men. The militia units were able to furnish 4224 of the 10,375 additional men taken into the Navy at the war's outbreak. As of 1 Jan 1899 (by which time the war was over), 19 states were maintaining militia organizations with a total strength of 492 officers and 6300 enlisted men.

• Naval Reservists played a big part in World War I. By the end of the war there were approximately 30,000 Reserve officers and 300,000 enlisted men on active duty, serving alongside the Regular Navy in a wide variety of ships and billets.

One example of the Reserves' usefulness was their manning of 24 Lake cargo steamers which transported thousands of mines laid in the North Sea to bottle up Germany's U-boats.

The Naval Reserve entered a period of decline following World War I. By 1938, the Fleet Naval Reserve numbered about 3000 officers and men; about 18,000 others had signed up for the Volunteer Reserve. That year the existing Reserve was

HELICOPTER crewman practices pickup procedures. *Rt:* Reserve helo hovers over sub during hunter/killer training.

OFFICERS and chiefs get briefing at Reserve unit. *Right:* Reservists board plane bound for training ship.

dissolved and a new Reserve, consisting of four categories of Reservists, was organized.

• Mobilization of the Naval Reserve began in 1939. The entire Naval Reserve was mobilized after the President's declaration of an unlimited national emergency on 27 May 1941.

• In World War II, as in the First World War, the Reservists did a great job. Almost three and one-half million Naval Reservists, representing more than 80 per cent of U. S. naval personnel on active duty, took part in World War II operations.

• The Korean conflict saw some 155,000 Reservists answering the call to arms on short notice. Some 30,000 were Air Reservists. At one time, air groups in USS *Bon Homme Richard* (CV 31) were manned entirely by Naval Air Reservists, and *Boxer* (CV 21) had 90 per cent of her air groups made up of Weekend Warriors. A typical month's operation in Korea saw 8000 combat sorties, 6000 of which were flown by Naval Reserve aviators.

• During the Berlin crisis, 40 Naval Reserve ships (DEs and DDs) were called to active duty, along with their Selected Reserve crews. Eighteen Naval Air Reserve squadrons—including some 3600 Selected Air Reservists—were also activated.

• Several thousand Reservists served during the Cuban crisis of 1962 although there was no general call.

Today the Naval Reserve includes approximately 550,000 personnel associated in some way with the program. There are 452 Naval Reserve training centers and facilities throughout the U.S., together with 18 Naval Reserve air stations. There are 126,000 Reservists in a drill pay status, together with several thousand others drilling in a non-pay status. These personnel are available for mobilization, with assignments to specific billets, within 24 hours. There are 52 ships (40 DD/DEs and 12 MSCs) available for immediate activation with their Reserve Crews, together with 226 Naval Air Reserve squadrons.

Should another call to arms be sounded, today's Naval Reserve will be ready when they are needed.

TRAINING ship *USS Daniel A. Joy* left Great Lakes for Atlantic in Berlin call-up. *Rt:* Reserve learns on cruise.

USS GRASP (ARS 24) helped in salvage; was joined by *USS Bolster* (ARS 38). *Rt:* Operations continued into night.

U. S. Team Raises Philippine Ship

LAST YEAR a typhoon roared without warning through the Philippine Republic's Bataan National Shipyard, battering the RPS *Rajah Soliman's* starboard side and superstructure against her pier with such fury that *Soliman* capsized and sank. There she lay as other storms filled her hulk with mud, sand and other debris.

The Philippine Navy attempted to salvage its ship but was unable to do so because it lacked the necessary equipment. Later, arrangements were made with the U.S. Navy to salvage the wreck.

Rajah Soliman was once the United States Navy's USS *Bowers* (DE 637) which had been given to the Philippine government in 1961.

USS *Grasp* (ARS 24) was sent to render assistance and arrived at the Bataan National Shipyard in mid-January to begin refloating work.

Divers from *Grasp* first reeved heavy wire rope and chains around the wreck, using air lifts to tunnel passages in the mud.

While this work was in progress, a shore party rigged holdback tackle to dead man weights. After a second salvage ship, USS *Bolster* (ARS 38), arrived later in the month, the two ships laid beach gear in preparation for righting the wreck.

To do this, the salvagers used a technique which, so far as they knew, hadn't been employed for nearly 20 years. The method is known as parbuckling, in which a combination of holdback and pull is used to cause a capsized hull to rotate longitudinally to an upright position.

After 13 days of preparation and testing, the wreck was slowly rolled to an upright position with the boat deck just above water. For the next two weeks, repair and pumping operations were carried out while the tides were carefully watched so they could be used to best advantage in raising the hulk.

The salvagers built cofferdams to permit flooded compartments to be pumped out. When the ship was dry enough to permit a survey to be made, the paradoxical process of pumping water back into the wreck to wash out the mud and debris was begun.

About a month after the operation began, *Rajah Soliman* was completely afloat and stable. The COMANVPHIL EOD Team from the Naval Magazine Group at Subic Bay came aboard and began removing explosives and ammunition in preparation for towing.

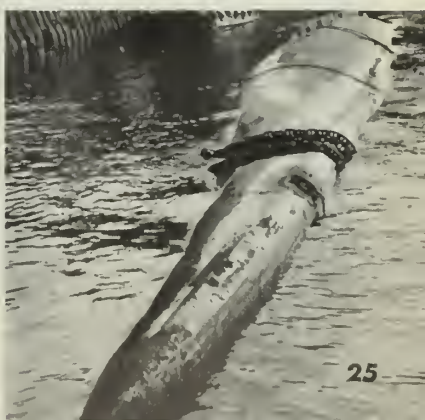
Two days later, *Rajah Soliman* was on a towline behind *Bolster* on her way to Subic Bay's Ship Repair Facility where final disposition was to be made.

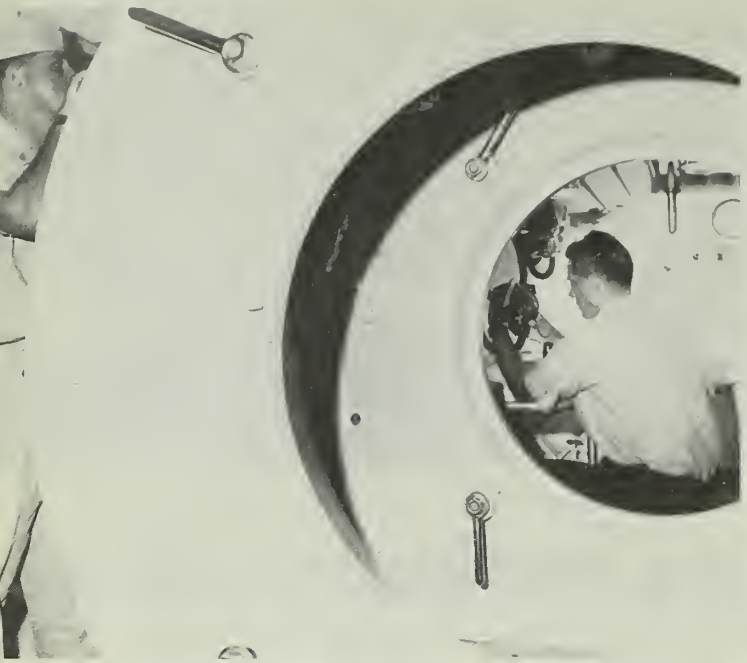
ARSs are designed for the job they did on *Rajah Soliman*. They are also frequently called upon to tow large barges.

The job done by *Bolster* and *Grasp* in assisting the Philippine Navy was just one of the many instances in which the U.S. Navy has extended a helping hand to a friend in distress.

—Len Churilla, JOSN, USN

SALVAGED PHILIPPINE vessel was taken to drydock by ARS after salvage operations in which she was raised (right).





RECOMPRESSION chamber on *USS Chanticleer* (ASR 7) is checked out. Rt: Rescue bell is carefully lowered into water.

Sub Rescue Ships Busy a

SUBMARINE rescue ships are somewhat like fire engines—you don't often need them, but nothing can take their place.

The typical ASR is 251 feet long and 42 feet wide. Each carries a pear-shaped, 10½-ton submarine rescue chamber on the stern, two recompression chambers and four mooring buoys, called spuds, peculiar to ASRs. Six officers and 90 enlisted men, including 26 divers, man each of the Navy's 10 ASRs.

When a submarine accident occurs, an ASR is dispatched to the scene. Usually, diverted ships and aircraft have begun the search, but the ASR can locate the sunken submarine with sonar, if necessary.

Once the sub is found, a diver goes down to investigate its condition. If the sub hasn't released a marker buoy, the diver attaches a cable to its hatch cover.

The ASR uses four anchors and the four spuds to hold it in position over the submarine. Each spud is moored with an anchor. Lines are then run from the ship to each spud, and tightened to hold steady.

Next, the rescue chamber goes over the side. The cable attached to the submarine is fastened to a winch in the lower compartment of the bell. As the winch turns, the bell is pulled down into perfect position over the sub's hatch. The chamber can then take 14 men to the surface, and ride the cable down again, like an elevator, for another pick-up.

Faced with the need for a method to save men from the bottom of the ocean, the Navy spent years researching and experimenting with various ideas before the submarine rescue chamber was developed in the 1930s.

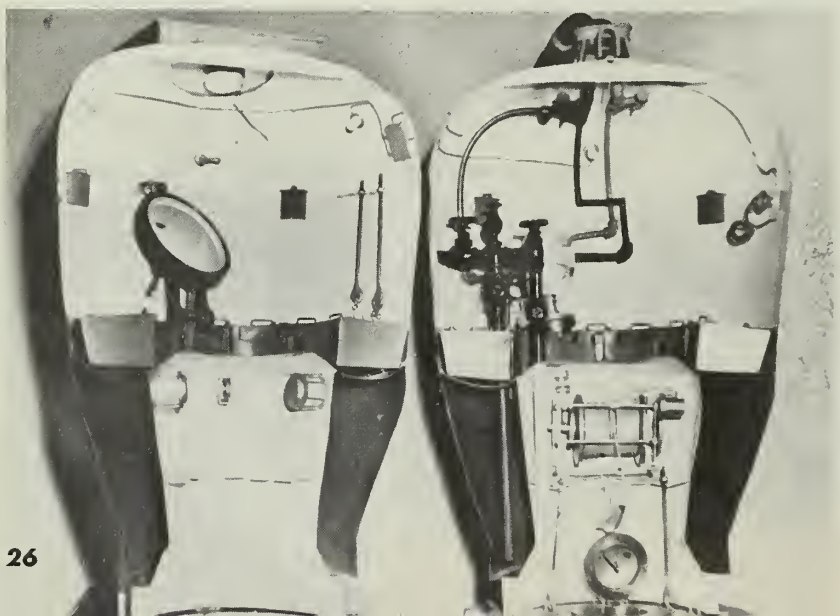
The timing was fortunate. In 1939, USS *Squalus* (SS 192) sank with a crew of 59 off Portsmouth, N.H., and USS *Falcon* (ASR 2), a rescue ship, saved the 33 men still alive with the use of a rescue chamber.

Demonstrating the ASR's capabilities, *Falcon* refloated the *Squalus* with pontoons and towed it to port.

The lessons learned in the *Squalus* rescue were incorporated into the four Pacific ASRs launched during the war, *Chanticleer* (ASR 7) being first of this class.

Since sliding down the ways, however, only one of the ships has been

CUTAWAY SHOWS compartments inside ten and one-half ton rescue chamber carried by ASRs. Capacity is fourteen, including two-man crew to run it.



CAPTAIN maneuvers ship into position over target during sub rescue effort.

Collateral Duty Jobs

called upon to perform its rescue mission. uss *Greenlet* (ASR 10) aided a destroyer in the rescue of uss *Stickleback* (SS 415) in 1958. With that one exception, the ASRs have performed their mission only in drills.

Consequently, the ASRs draw little attention. But they are kept busy in a supporting role to the combatants. They spend most of their time furnishing the only deep diving service to the fleet and filling in as salvage vessels, retrieving torpedoes, and towing targets. They have even filled in for aircraft carriers when destroyers wanted to practice anti-submarine warfare.

The importance of these sideline jobs was emphasized recently with the selection of uss *Chanticleer* (ASR 7) as ComSubPac's Ship of the Year for 1964. But, in addition to the extra-curricular tasks that they do, they train for a job they hope will never have to be done.

ONE OF anchors used in mooring ASRs for rescue operations is lowered over side of ship during drill. Four-point mooring is used to hold ship steady.

USS Chanticleer (ASR 7)

USS Florikan (ASR 9)

USS Greenlet (ASR 10)

USS Kittiwake (ASR 13)

USS Penguin (ASR 12)
USS Tringa (ASR 16)

MACHINIST'S MATE fills stationary 500-gallon tank with liquid oxygen. Temperature of LOX is almost —300 degrees (note ice around coupling). *Rt:* Navyman prepares to purge LOX tank. Room where LOX is produced is in background.

A Cool Job in a Hot Spot

DESPITE the warm weather which prevails on the Mediterranean island of Sicily, there are two places where low temperatures may be found. One is Mount Etna, Europe's highest and, at present, most active volcano, which sports almost all the snow in Sicily.

The other cold spot is carefully restricted to the confines of a small building at U.S. Naval Air Facility Sigonella, where six machinist's mates and two firemen produce extreme ranges of low temperatures in the production of liquid oxygen (LOX).

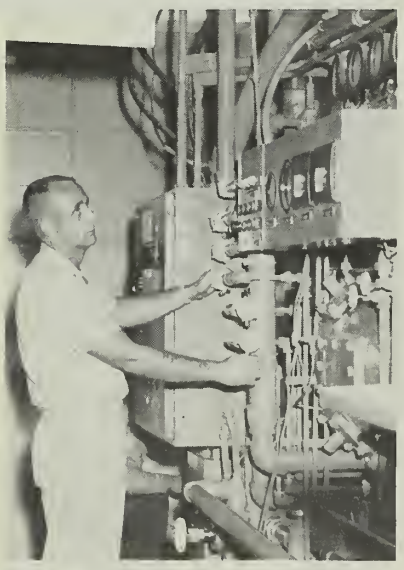
Practicing the science of cryogenics (low temperature processing), these men staff the plant around the clock, with at least two men on duty while "steaming," as the LOX production phase is called.

Just as in Little America, the men are outfitted with special survival gear, but in the LOX plant the equipment is designed to prevent burns that would result from contact with the liquid. Safety clothing consists of a clear plastic face shield, thick asbestos gloves, a rubber apron over pocketless coveralls, and safety shoes designed for quick removal in emergencies.

The protective equipment is important in the production of LOX, because this life-sustaining fluid, handled improperly, could take a life. As a liquid, oxygen, at normal atmospheric pressure has a temperature of —297 degrees Fahrenheit—so cold that if you put your finger in it for just a moment and then struck it against something solid it would shatter like an icicle.

LOX produced by the plant at Sigonella is used to provide breathing oxygen for pilots of high altitude jet aircraft in the Sixth Fleet. The plant also changes the liquid back to gas to provide oxygen for other aircraft, welding, and sick bay oxygen tents.

MACHINERY is set to blow off moisture separated from high pressure air during drying stage of production process. *Rt:* LOX is fed into jet's reservoir. When pilot needs oxygen LOX will be converted to gas, warmed for breathing.



LIQUID OXYGEN is relatively new to the Navy. Before World War II, requirements for oxygen were met by shipping it in cylinders as a gas. The war and subsequent large scale repair work on damaged ships at advanced bases brought a problem — there was not enough transport space aboard ships for the thousands of cylinders needed.

LOX was the solution, as one gallon of the liquid converts to 115 cubic feet of oxygen gas, and a 500-gallon tank will fill 287 cylinders of 200 cubic feet capacity under pressure.

To fill the immediate needs, the Navy purchased portable storage tanks and procured liquid oxygen from civilian sources for shipment to the front. Later small portable LOX generating units were shipped to the front and others were developed for use aboard aircraft carriers.

In 1946, the Navy began its compressed gases school. Today all modern carriers and most overseas naval facilities are equipped with LOX units. They are manned mostly by machinist's mates, boilermen and enginemen—nearly all of whom are graduates of the school.

Today's processing methods are much the same as they were nearly 90 years ago, when liquid oxygen was first made in a laboratory. Air is compressed to a very high pressure, then cooled to temperatures approaching absolute zero (—459 degrees Fahrenheit).

At these low temperatures the oxygen and nitrogen in the air liquify. Carbon dioxide in the air solidifies and is filtered out. Other gases, which have condensation points closer to absolute zero, are vented away. The nitrogen is then boiled off as a gas (nitrogen's boiling point is —321 degrees Fahrenheit), leaving the LOX 99.5 per cent pure.

The finished product is pumped into special portable tanks, built on the same principle as a thermos bottle. In these tanks the liquid oxygen can be stored, transported, or dispensed in small amounts as required.

Men at Sigonella's LOX plant have developed the slogan, "We have done so much with so little for so long, we can now do anything with nothing." It's a pretty good description of their work, as they turn everyday invisible air into a refined liquid.

—Story by W. C. Eckes, JO2 and
H. F. Schhraud, Jr., MMCA
—Photos by Roy L. Gay, AN

ADRIAN Johnson is cornered in bout.

All-Navy

PACIFIC COAST boxers found home ground to their liking as they swept seven of the ten available titles in the 1965 All-Navy Boxing Championships at San Diego Naval Station.

Atlantic Fleet took two of the championship bouts and North Atlantic took one.

Of the ten titlists, five were repeats from 1964.

All the bouts were hard fought, with many of the champs rising to the finals through knockouts. In the quarter- and semi-final rounds, 12 KOs were scored.

Flyweight John Bailey (NorLant) fought the shortest match of the tournament in the quarter-finals, dropping Angel Martinez (WestPac) in 39 seconds. In the semi-finals of the heavyweight division, Jimmy Van Buren (WestPac) returned the favor against NorLant by sending Ronnie Deloach to the canvas in 43 seconds.

It was either deck or decision through the three days and 29 bouts; there were no TKOs.

Decisions seemed to be the fad in the finals, showing the determination of the participants. In the 10 final bouts, five were split decisions. Only two were KOs, as opposed to the 12 full counts taken during the first two days of competition.

In the flyweight division final, John Bailey (NorLant) won a split

LAST YEAR's champ Ralph Pelliccia beat Johnson in final. Harold Glover *(above)* plants jab on opponent's chin.

Contenders—and Champions

decision over Jim Logan (PacCoast). Logan turned out to be the only PacCoast contender to go home without a title.

Bailey came back strong this year after being knocked out of competition in the 1964 All-Navy by the man who won the '64 flyweight title.

Roy DeFillipis (PacCoast) again won the bantamweight crown by knocking out Stephen Bromsfield (NorLant) in 2:59 of the first round. DeFillipis, a 1964 All-Navy champ, went unopposed through the district meet on his way to a berth in this year's finals.

Featherweight Bobby Valdez (PacCoast) won a unanimous decision over John Mayo (LantFlt) in the final. Valdez, another repeater, slimmed down to the 125-lb. class this year after taking the 132-lb. trophy in 1964 competition.

At the conclusion of the tournament he was given the Jack Kennedy Perpetual Boxing Award as the Navy's outstanding boxer for 1965.

In the lightweight class, Fernando Trujillo (PacCoast) regained his lost title by winning a split decision over William O'Bannon (NorLant). Trujillo, the 1963 All-Navy lightweight champ, was unseated last year by Bobby Valdez.

O'Bannon boxed to a runner-up spot last year in the 125-lb. class.

Light-welterweight Roger De Wees (PacCoast) won his trophy in a split decision bout with Elbert Varney (NorLant).

In the welterweight division, Ralph Pelliccia (PacCoast) scored the second knockout of the day over Adrian Johnson (NorLant) in 2:26 of the third round.

Pelliccia joined the ranks of repeat champions with the win. He was 1964 welterweight champ and runner-up in the 1963 competition from the North Atlantic region.

Harold Glover (LantFlt) won the light-middleweight crown in a split decision bout with Jesse Joyner (NorLant). Glover and teammate Richard Pettigrew were the only LantFlt trophy winners in the 1965 event.

Favorite James Rosette (PacCoast) regained his old middleweight title by winning a split decision over Hobart Barbee (WestPac). Rosette, an All-Navy titleholder since 1959 in either the middleweight or light-heavyweight divisions, won the light-heavy title in 1964, then trimmed off enough weight to box as a 165-pounder in the Olympics last October.

Robert Brown (PacCoast) picked

NAVY's 1965 Interservice Volleyball champions pose with trophy after winning nine out of ten games to become first Navy team to win tournament since '61.

MARINES JUMP to block spike by Navy player. Olympic boxer James Rosette *(rt.)* beat Hobart Barbee for his title.

YEOMAN Dick Pettigrew is heavyweight champ. Roy DeFillipis *(rt.)* kept bantamweight crown. *Below:* PacCoast and WestPac teams vie for All-Navy title.

up where Rosette left off, taking the light-heavyweight championship with a unanimous decision over Bobby Cox (WestPac). Brown was 1964 runner-up in the middleweight division.

Both Brown and Cox had to outbox their semi-final opponents, gaining their final berths by decisions.

Richard Pettigrew (LantFlt), another All-Navy regular, kept up his six-year monopoly on the heavyweight trophy by winning a unanimous decision over Jimmy Van Buren (WestPac) in the final bout.

In addition to his All-Navy showings, Pettigrew has three Interservice titles (1960-62-63) and a runner-up finish in 1964 to his credit, and has placed second in CISM competition.

Those are the results. The winners go to the Interservice Championships. A lot of weight-switching took place in this year's All-Navy boxing tournament, but the top names stayed pretty much the same throughout most of the weight classes.

Will they stay there next year? We'll see. —Kelly Gilbert, JO2, USN

All-Navy and Interservice Volleyball Champs

PHIBPAC's Invaders won their first game in 15 minutes, then continued their offensive through three days of competition to win their second straight All-Navy Volleyball Championship and to place five men on the Navy Interservice Championship team.

The Invaders, representing the

Pacific Coast region, won 15 of 16 games in the double round-robin tournament at NAS Olathe, Kans., bringing their two-year record to 31-1. The single loss was to WestPac, 16-14, on the second day of competition.

WestPac, represented by Com14, was runner-up in the tournament with an 11-5 record. Others, in order of standings, were Atlantic Fleet (AirLant), South Atlantic (NAS Memphis) and North Atlantic (NAS Patuxent River).

At the conclusion of the All-Navy, an all-star team was selected to represent the Navy in the Interservice championships played at Olathe the following week.

Members were: LT (j.g.) L. R. Mason, LT (j.g.) A. J. Hill, H. A. Tindall, BMCS, R. A. Ray, SM2, and R. A. Herron, SA, all from PacCoast; M. Valo, AN, P. A. Blanchard, TD2, and R. L. Barrows, TD1, from SoLant; R. Sobol, TD2, C. S. Williams, AK2, and J. Fontius, SA, from WestPac; and S. Hitchcock, FTGSN, LantFlt. M. W. Clemmon, ATMC, of LantFlt, was picked as an alternate to the team.

R. L. Dickerson, EM1, who coached the PhibPac team to the All-Navy title, was selected as coach of the Interservice squad. Manager was Harry Kealoha, civilian coach of the WestPac Team.

Navy's all-stars were well picked, as they lost only one game in ten to become the first Navy team to win the Interservice Volleyball trophy.

The sailors got off to a fast start in the tournament, downing Air Force in three straight games, 15-9, 15-5 and 15-6.

In the following match, the El Toro Marines took a full five games to get by Army in the longest match of the best-three-of-five double elimination tournament.

The Navymen won their first two games against the Marines, 15-8 and 15-3, then were handed their lone defeat, 13-15. Coming back strong from the loss, the Navy team assured itself a place in the finals with a 15-3 win in the fourth game of the match.

No Army-Navy match was necessary, as the Air Force team took Army out of the running in three quick games on the second day of competition.

Air Force won its berth in the finals by downing the Marines and Army.

Navy kept up its fast pace through two games the first of the finals, beating Air Force 15-8 and 15-8.

In the third game the score seesawed back and forth until the final minutes. Navy, trailing 14-15, took three straight serves to win game, match and championship, 17-15.

The 1965 Interservice Champions were then scheduled to play in the U. S. Volleyball Association National Championships at Omaha, Nebr.

—Kelly Gilbert, JO2, USN

1965 All-Navy Boxing Entries

Flyweight Division		
*John Bailey	BT2	NavSta Philadelphia
Jim Lagan	DT3	NavHasp Oak Knall
Angel Martinez	MR2	USS *John S. McCain* (DL3)
Bantamweight Division		
*Roy DeFillipis	AN	NAAS Ream Field
Stephen Bromsfield	EM3	USS *John Willis* (DE 1027)
Featherweight Division		
John Mayo	MASN	CincLantFlt Staff
William Rushing	RM1	USS *Holibut* (SSGN 5B7)
*Bobby Voldez	AN	NAAS Ream Field
Giles Walls	TN	USS *Lake Champlain* (CVS 39)
Lightweight Division		
James Edwards	BMSN	USS *Telfoir* (APA 210)
William O'Bannon	SN	NNMC Bethesda
Douglas Peters	SN	NAS Barber's Point
*Fernando Trujillo	AN	NAAS Ream Field
Light-welterweight Division		
*Roger De Wees	SA	NAAS Ream Field
Ray Doss	SA	NavSta Pearl Horbor
Morris Harris	SA	NAB Little Creek
Jim Miller	AE3	NAS Carpus Christi
Elbert Varney	GMGSN	USS *Horlan R. Dickson* (DD 708)
Welterweight Division		
Adrian Jahnson	EMFN	USS *Lake Champlain* (CVS 39)
Billy Jones	SN	NAS Barber's Point
Jimmy Lujan	MM3	USS *Liddle* (APD 60)
*Rolph Pelliccio	HM3	USS *Okanagan* (APA 220)
Light-middleweight Division		
Billy Brown	PH3	NAAS Ream Field
*Harald Glover	BM2	USS *Muliphen* (AKA 61)
Jesse Joyner	ADJAN	NNMC Bethesda
Paul Wade	AA	NAS Carpus Christi
Middleweight Division		
Hobert Barbee	EN3	USS *Wilhaite* (DER 397)
Anthony Carelli	SN	USS *Lake Champlain* (CVS 39)
Vince Fagon	SN	USS *Telfair* (APA 210)
*James Rasette	AN	NAAS Ream Field
James Steger	AN	NAS Jacksonville
Light-heavyweight Division		
*Robert Brawn	SN	NAAS Ream Field
Poul Cardaza	HM2	HovHosp Newport
Bobby Cox	SN	NovSta Peorl Horbar
Jim Finley	BM2	PhibLont
Heavyweight Division		
Ronnie Delooch	SN	USS *O'Hare* (DD 8B9)
*Richard Pettigrew	YN2	USS *Sierro* (AD 18)
Jimmy Von Buren	SN	USS *Benjamin Staddert* (DDG 22)
John Velosco	SA	NAS Carpus Christi

*Denates chompion in weight closs

Boxing Weights & Classes

How does a middleweight rate if he's 168? Take a look at the list below and see how your ideas on boxing weight classes compare to those used in the All-Navy Boxing Championships.

112 lbs—Flyweight
119 lbs—Bantamweight
125 lbs—Featherweight
132 lbs—Lightweight
139 lbs—Light-welterweight
147 lbs—Welterweight
156 lbs—Light-middleweight
165 lbs—Middleweight
178 lbs—Light-heavyweight
Over 178 —Heavyweight

TODAY'S NAVY

MOTOR whaleboats from USS *Coral Sea* (CVA 43) approach downed *Albatross* as USS *Rowan* stands by. Plane was towed to carrier and taken aboard.

Coral Sea Rescues Plane

If you were on hand last March when uss *Coral Sea* (CVA 43) pulled into a WestPac port with a seaplane on her flight deck, here's the answer to your questions.

In the first place, the Navy hasn't taken to operating seaplanes off flattops. And it wasn't a new secret weapon. It was just the result of a routine rescue of a rescue plane.

The incident began early one morning when the HU-16C *Albatross* seaplane developed engine trouble and lost its starboard propeller about three hours after taking off from NAS Cubi Point, Philippines.

The seaplane's pilot radioed a Mayday which was received by uss *Ranger* (CVA 61), operating about 50 miles away.

Notified of *Ranger's* position, the pilot attempted to land his plane in the relatively smooth wake of the carrier. But with only one prop, his control was limited. The *Albatross* touched down outside the wake, bounced three times and skimmed to a stop approximately alongside.

Ranger Navymen began rescue operations immediately and took the passengers aboard. The pilot and three other members of the crew, however, decided to remain on the plane until it could be recovered.

Due to operational commitments, *Ranger* was unable to hoist the seaplane aboard. Instead, *Coral Sea*, also operating in the area was radioed and asked to take care of the crippled *Albatross*.

Coral Sea set her course for the seaplane's position. A few hours later the crippled bird was on board.

BUILDERS OF THE NAVY

An accident which proved to be a crippling misfortunte for Matthew Fontaine Maury in 1839 later proved to be good fortune for the Navy. Forced to accept a sedentary job following a broken leg that was improperly set, he became one of the towering figures in the development of oceanography and navigation. Maury became Superintendent of the Depot of Charts and Instruments in Washington, D. C. Here, his curiosity led him to collate navigational data he found stored in ships' logs with information on currents and wind sent in fram ships as they sailed around the world.

Cecil Wood Use Idle Land

Conservationists will be happy to know that the Navy is doing something about land which in the past had sat idle. As an example of Navy conservation, Naval Air Station Cecil Field, Fla., is reforesting property not used in its routine operations. And the air station has found the profits to be more than merely financial.

Besides adding beauty to the property. this project aids the Navy's wildlife and fish management programs, eliminates many fire hazards and serves as an insect control program.

A civilian forester and wildlife specialist handles the program. A 10-year plan was established that, eventually, will see some 20,000 acres at both Cecil Field and NAS Jacksonville reforested.

The project is a year-round operation. During the winter months all unwanted growth is eliminated by one of the key tools of forestry—controlled burning. This process also helps prepare the seedbeds for future plantings and serves as a mosquito control measure.

For obvious reasons controlled burning is used only during certain weather conditions. The best time is when there's a steady north wind of 10 to 15 miles per hour, the temperature is low and there has been a recent rain. This not only allows better control, but also protects the timber.

The next step is spring plantings. This year more than 9000 one-year-old seedlings have been planted on 1400 acres. And during the following three years about 1000 acres per year will be planted with the little trees. In 15 years, the trees will be big enough for harvest.

Southern yellow pine was chosen as the tree to be planted for two reasons: It grows well in northern Florida and southern Georgia, and it has a high commercial value.

When harvest time comes in the fall, commercial firms bid for each lot of wood.

Last year when Cecil Field's timber was harvested, the air station received some $50,000. This money

was put in a Department of Defense fund—Proceeds of sale of timber and timber products 97-6460.5192 —and redistributed among participating military installations according to their forestry budgets.

Slick Trick by NRL

Ball bearings don't exactly make the world go round, but almost. They are used in everything from vacuum cleaners to missiles—in almost every mechanical object that has moving parts—to reduce friction and increase efficiency.

When a new technique for extending the life of ball bearings is discovered it's welcome news for anyone who pays for replacing worn ones. Especially welcome news, for example, for Uncle Sam.

Using a new lubrication technique developed at the Naval Research Lab in Washington, D. C., it appears that the government will save millions of dollars each year by not having to replace ball bearings that would otherwise wear out.

The new technique results from two years' investigation by NRL scientists. They discovered that a thin film of a new compound (called fluoropolymer), when applied to ball bearings, increases their life span from four to 12 times that normally registered with other known methods of lubrication.

The film serves to contain the bearing's lubrication where it is needed most, preventing it from spreading away from friction surfaces.

According to NRL, in current Navy uses alone this extended life for bearings means the $50 million spent annually on bearing-type instruments would buy a four- to 12-year supply rather than a single year's supply. This could represent a saving of $150 million for the first four years the new technique is in use.

FROGMEN of Underwater Demolition Team 12 greeted landing Marines in South Vietnam with this sign. UDT went ashore first for reconnaissance.

Everyone Benefits

The Naval Air Station at Los Alamitos, Calif., thanks to Mrs. Reno Bresso, now has its own Navy Relief Thrift Shop.

Now, Navy families in the Los Alamitos area have a handy place to buy, barter, and dispose of such odds and ends as outgrown high chairs and Cub Scout uniforms while buyers and sellers, as well as the Navy Relief Society, benefit.

Chairman of the local Navy Relief branch, Mrs. Bresso was browsing through another thrift shop at Long Beach Naval Station, when the idea came to her: Why not have a shop like this for Los Alamitos?

Her idea was well received by the Naval Air Station commanding officer, and Mrs. Bresso set to work. It took several months to acquire space, complete the paper work and collect and prepare items to be sold. But, eventually, everything was ready, and a ribbon-cutting ceremony opened the store for business. Prof-

A Helping Hand for a Vietnam Village

Tam Hiep, a neat, government-built village about 25 miles northwest of Saigon, is not a happy place. It is populated by more than 2000 women and children—the widows and orphans of Vietnamese soldiers who have died fighting the Viet Cong.

For a while, however, things were looking up at Tam Hiep, when a party of U. S. Navymen arrived with a load of food, medicine, clothing, toys and chewing gum donated by individuals, religious groups and industries in the United States. It was being distributed by the U. S. Navy as a part of Project Handclasp.

When the little party of Americans arrived at Tam Hiep, its members were shyly greeted by the village children. The ice was quickly broken, however, when some chewing gum was passed around. For most of the children it was a new experience.

The elderly village headman, one of the two adult males living at Tam Hiep, made a speech of thanks. Then Captain Archie C. Kuntze, USN, CO of U. S. Navy Headquarters Support Activities, Saigon, explained that the American people were aware of the suffering of the Vietnamese people and shared the grief of the women and children at Tam Hiep.

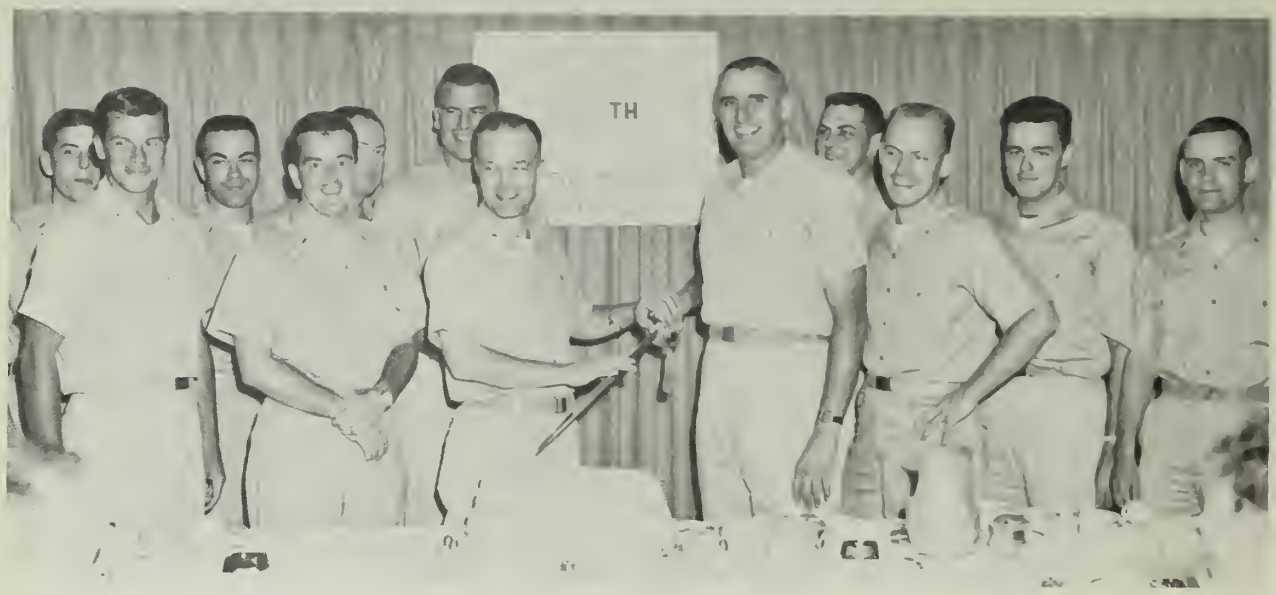
After the speech came the job of distributing cases and bales of clothing among the 2000 inhabitants of Tam Hiep so that everyone was reasonably well fitted with his share of clothing.

Along with the clothes came vitamins and food supplement capsules, 18 cases of wheat germ, eight cases of multi-purpose food base, and aspirin. Also among the gifts were a case of basketballs (which doubled as soccer balls) and two cases of dolls. The village nurse asked that the dolls be held back because the children had had about all the happiness they could handle for one day.

In Saigon the Navy chaplain and his staff maintain contact with American military advisors in the field—usually by way of chaplains attached to large installations and units. Many requests for Handclasp aid also come from Army Special Forces units of less than six men stationed in tiny, remote hamlets.

As the accompanying pamphlets distributed at Tam Hiep explained, all are gifts from the American people sent with the hope that they will bring some happiness to those who receive them.

—Robert W. Dietrich, JOCS, USN



LET'S EAT—Reserve officers aboard *USS Guadalcanal* (LPH 7) prepare to cut cake to fete Reserve 50th anniversary.

its from the shop return to Navy families a second time, since they are contributed to the Navy Relief Society.

There are a growing number of such facilities now being operated on a volunteer basis at naval activities.

Safety Record No Accident

The Navymen who fly the *Sea Kings* of Helicopter Antisubmarine Squadron Three have spent 30,000 accident-free hours in the air.

Considering that the squadron's choppers fly day and night through all kinds of weather in submarine contact areas crisscrossed by destroyers and fixed-wing aircraft, the 30,000 accident-free hours were not easy to come by nor were they achieved by accident.

The squadron's motto is: *Good enough is not good enough* and the squadron's men know that a job reflects itself in results even though the job itself may seem unimportant. If a checkoff list is not carefully followed or an aircraft is hastily preflighted, a *good enough* job could end in tragedy for a pilot and crew.

For its willingness to make an extra effort, Helicopter Squadron Three has received considerable recognition. It sports a hashmarked E, has several times captured the Arnold Jay Isbell ASW Excellence Trophy and received the Chief of Naval Operations Safety Award for the squadron in 1963 and for the air group in 1964.

The squadron has also received the Army-Navy-Marine Corps-Coast Guard Safety Award, the Rhode Island Navy League's Red Rooster Award and has to its credit the recovery of astronauts Carpenter, Grissom and Young, together with numerous assists to distressed ships and downed aircraft.

For the men in Helicopter Squadron Three, rugged training and a professional approach toward safety have paid off.

THANKS—John L. Bramel, AN, receives award from Yokosuka Mayor Masayoshi Nagano for saving life of Japanese woman last November, when she fell into water from quay wall near a Yokosuka park. Bramel was flown from USS Coral Sea *(CVA 43) to Japan to accept the citation.*

Neosho Comes Home

The big Fleet oiler USS *Neosho* (AO 143) returned to her home port at Norfolk this spring after seven and one-half months of hard work in the Mediterranean as flagship for COMSERVFOR, Sixth Fleet.

During her sojourn in the Med, *Neosho* replenished 300 ships and, in addition, delivered more than 350 tons of Fleet freight and deck cargo to Sixth Fleet ships.

All was not work for *Neosho's* crew, however. While she was in Mediterranean waters, *Neosho* sailors had an opportunity to savor life in several port cities of Italy, Greece, Turkey, Spain and France.

GOOD DEAL—Local civilian firemen take Navy fire fighting course at FTC Fire School, NTC, San Diego, Calif.

San Diego Runs a Hot School

Each year nearly 12,000 Navymen attend the fire fighting school at the Fleet Training Center in San Diego. But that figure doesn't represent the total who receive fire fighting experience at this school.

Many a local civilian fireman from the San Diego area also has received instruction in fighting the types of fires they would most likely encounter.

For example, one of the more difficult exercises consists of extinguishing a good-sized gasoline fire which simulates a crashed aircraft. The students don't have to use much imagination in this exercise. It's all quite real—except, of course, the actual crash.

The Navy offers this two-day session to the local firemen at no cost. The expense, which is nominal, is written off as a good investment by the Navy. Should a major fire break out aboard ship or ashore, civilian firemen coming to the Navy's aid would know how to use the Navy's equipment and how to combat each type of fire.

How Clean Can You Get?

New *Vancouver* gets clothes whiter than white.

Or something like that. The laundrymen aboard uss *Vancouver* (LPD 2), first of a new class of dock transports, have been cited for their superior performance.

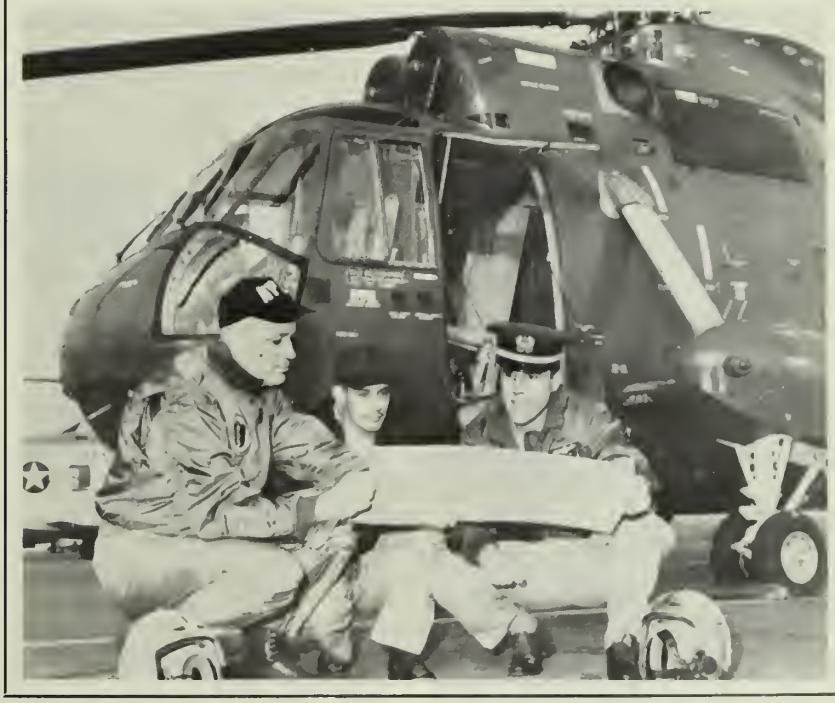
According to a special comment from the West Coast Laundry Service Team, which performed an inspection recently, the ship laundry's "finished product revealed a degree of whiteness seldom encountered."

Incidentally, here are a few tips—straight from *Vancouver's* wash decks—on how other ships can do as well:

- Use washers to their full capacity but do not overload.
- Use proper water levels.
- Use measuring dippers.
- Calibrate and check water gauges periodically to prevent useless consumption of fresh water supply.
- Generate interest in the finished product and in the preventive maintenance of laundry equipment.
- Maintain proper cleaning formulas to eliminate waste of supplies.

With a little extra work *any* Navy ship can be stronger than dirt.

RECORD BREAKERS—Crew of Navy SH-3A jet helicopter studies flight plans prior to record-breaking cross country flight. Commander James Williford, Paul Bert, ADJ1, and Lieutenant David Beil made trip from San Diego, Calif., to Mayport, Fla., in 15 hours and 51 minutes. They averaged 133 mph. for the 2116 miles, which broke distance record of 1348.1 miles set last year by an Army helicopter.



PILOT OF NAVY F4B *Phantom* jettisons *Mickey Mouse* rocket pods over South China Sea before landing aboard carrier *USS Ranger* (CVA 61) after mission.

Flight Surgeon in Vietnam

A MARINE helicopter, looking for a friendly Vietnamese patrol, made its way up steep mountainsides at treetop level. Inside, a Navy doctor, Lieutenant Jerry M. Jernigan, sat near two crew members who were hunched over machine guns—ready should they meet enemy fire.

They had to find and evacuate 12 wounded Vietnamese soldiers.

Clouds moved in on the mountain peaks making the mission even more hazardous. Hidden by dense jungle growth, somewhere near the Laotian border, the patrol was difficult to find. However, an American advisor with the patrol was in radio contact with the chopper pilot.

Then one of the crewmen saw a movement in the trees below. As the pilot circled the location, the Vietnamese began to wave. Their position was on a hillside—too steep for the helicopter to land. The pilot swung his aircraft around parallel with the ridge and hovered with one wheel on the ground.

The more seriously wounded Vietnamese were helped aboard and, as they were flown to an outpost at Aro, Dr. Jernigan treated their wounds. While another Marine aircraft flew the Vietnamese to the ARVN (Army of the Republic of Vietnam) hospital at Da Nang, the helo with Dr. Jernigan returned to the area to evacuate the rest of the wounded.

This particular rescue mission happened to be the 24th for LT Jernigan. He began his tour last October. He has since been recommended for the Air Medal.

A flight surgeon's job in Vietnam is not easy. In a recent rescue mission in the Phuoc Valley, Dr. Jernigan recalls that the helicopter had just landed between two ridges to evacuate a wounded Vietnamese soldier. As they lifted out of the landing zone, there was heavy machine gun fire from the hill tops.

They managed to get free and were on their way back to camp when the pilot received a call that two Vietnamese had been wounded nearby when a land mine exploded. The pilot turned the chopper around and began to look for their position.

Within five minutes, the Vietnamese were located—in elephant grass about 10 feet high. Since the grass was too tall for the helo to land, the sling (cable hoist) was lowered for them. One soldier made it aboard the helo by himself, but the other was wounded too seriously. The pilot descended until the rotor blades whirled just above the foliage. It was enough, and the man was helped

Rescue Units in Vietnamese Bombing Earn 'Well Done'

Within seconds after a 200-pound Viet Cong bomb shattered the U. S. Embassy in downtown Saigon on 30 March, emergency elements of the U. S. Navy Headquarters Support Activity, Saigon, were moving to the scene.

The first ambulances from the Navy hospital reached the embassy five minutes after the explosion. A few minutes later Navy corpsmen—who had been loading supplies at a medical warehouse three blocks from the embassy—arrived with a truckload of stretchers.

The building was badly damaged and, because the bomb exploded during normal working hours, there were many casualties.

Injured persons were loaded into every available vehicle and rushed to the Saigon Municipal and Navy hospitals. The seven most seriously injured were in surgery within 30 minutes after the blast.

Final casualty figures listed two Americans and 19 Vietnamese killed and 52 Americans and 150 Vietnamese injured. Included in the dead was Manolito W. Castillo, SK2, USN, of the support activity.

Caring for the injured was but one task facing the Headquarters Support Activity. Army military policemen—also attached to the command—immediately deployed to pre-determined positions throughout the downtown area in an alert status, while others went to the embassy to protect classified files.

A Seabee unit joined with civilian public works employees to clear the debris and rescue trapped victims. Emergency repairs to the building were begun almost immediately, as crews checked out the electrical system for short circuits and line breaks, boarded up windows and removed damaged shutters and replaced a collapsed partition on the third floor.

Navy explosive disposal specialists combed the embassy and surrounding buildings for other bombs.

The fast action on the parts of all concerned saved several lives and enabled embassy operations to be resumed the day after the explosion.

Captain Archie C. Kuntze, CO of the support activity, cited his men's efforts for their coolness, efficiency and high degree of professional ability during the emergency.

—Bob Dietrich, JOCS, USN

into the rescue helicopter.

When he's not flying, the doctor serves as medieal officer for the Marine Unit in Vietnam.

A Cruise to Remember

Coming aboard an aircraft carrier as a new man can be an intense, action-paeked experienee under the most ordinary eircumstanees. As it turned out, the first 30 days for some 30 new men (including the CO) of the attack carrier uss *Coral Sea* (CVA 43) were far from ordinary.

The day following the usual change of command ceremonies, *Coral Sea* departed Hawaii and headed west to join the Seventh Fleet. Routine air operations were eonducted en route.

After 22 days of in-transit operations, *Coral Sea* was preparing for a rest stop at Manila. At this point, the mission of the earrier ehanged.

Inereased attaeks against South Vietnam by Viet Cong troops infiltrating from the north required that the South Vietnamese and U. S. governments take swift aetion.

Word flashed for all units of Task Foree 77 to assemble. *Coral Sea* proceeded at full speed to the rendezvous area as the erew readied her aireraft for launching. Shortly thereafter the task force was ordered to launeh air strikes against designated targets in North Vietnam.

Little more than eight hours after the word of impending aetion was reeeived, *Coral Sea* was in position. Launches began, with *Coral Sea* aireraft joining planes from uss *Ranger* (CVA 61) and uss *Hancock* (CVA 19) on a bombing run. The target was Dong Hoi military barracks, one of the staging areas for Viet Cong troops infiltrating the south.

The strike was the largest single U. S. Navy air combat effort since the Korean conflict (up to that time).

On 11 February, less than a week after the first strike on North Vietnam, aircraft were once again dispatched to military targets in North Vietnam beeause of eontinuing hostile actions against the south and its people.

Not once previously in her 18 years' eommissioned serviee had *Coral Sea* participated in hostile aetion. Nevertheless, operations eontinued at sea without any special preparation, whieh points up the Seventh Fleet's readiness to cope with unforeseen incidents in that part of the world.

Chances are pretty good that Captain George L. Cassell, USN, and the other new men in the crew won't forget their first tour aboard *Coral Sea* for some time to come.

HU-4 and Its Many Jobs

Flying a helieopter is one job that has its ups and downs. It also has its "arounds" if the job is with Helicopter Utility Squadron Four which operates from NAS Lakehurst, N.J.

In the past year this Fleet support outfit has sent 46 globe-trotting detachments to you-name-it. While eoneentrating on tasks such as hauling cargo and mail, transferring personnel, spotting gunfire, performing ice and weather reconnaissance and making hydrographic surveys, the men of HU-4 still find time to assist stranded caribou in Maine, injured mountain climbers in Australia and appendicitis victims at sea.

The squadron has an average of 13 detachments deployed at a time, serving on almost every type of non-aviation ship.

HU-4's 75 officers and 365 enlisted men are responsible for many jobs that affect many people. They provide vertical replenishment to Fleet units, rescue downed aviators and men overboard and have assisted flood and earthquake victims in various sectors.

They maintain airborne range safety watches at Cape Kennedy and transfer chaplains from ship to ship for Sunday services. Once, they lifted a tacan unit to the top of a six-story building because it wouldn't fit in the elevator.

The squadron's workhorses are CH-19E, UH-34D, UH-2B and UH-46A choppers. These aircraft earry heavy payloads considerable distances. For lighter work the TH-13 and UH-13 are used.

THE VIETNAM SCENE—Vietnamese troops receive amphibious training. *Rt:* Jets ready for mission over Viet Cong. *Above:* Marine *Hawk* missiles stand guard.

SERVICESCOPE

Brief news items about other branches of the armed services.

SOLDIER WATCHES truck being offloaded from Air Force C-124 *Globemaster* in preparation for joint exercise.

THE POSSIBILITY of obtaining emergency drinking water from engine exhaust gases is being studied by the Army. Preliminary tests have shown that exhaust from one pound of gasoline can be converted into one pound of water.

The water normally escapes into the atmosphere, but if it can be reclaimed and purified it would provide a limited emergency water supply in arid regions.

To date the laboratory study has included the investigation and collection of basic information relative to the heat transfer or gas condensing characteristics for obtaining water from engine exhaust gases; the physical and chemical properties of the water produced; and the treatment necessary to purify the water.

In addition to various water purification processes studied, analytical procedures have been established to identify traces of alien elements in the condensate.

★ ★ ★

THE ARMY AND AIR FORCE have established a two-year ROTC program for college students and made the program more widely available. Qualified college students will soon be able to obtain a Regular or Reserve commission in either service by participating in ROTC only during their junior and senior years.

The new two-year program, when adopted by colleges and universities, will thus offer prospective officer candidates a second chance to enroll in the program, should they have failed to enroll as freshmen.

It will also make ROTC available to junior college graduates for the first time.

After screening, students who are accepted for the program will receive the standard ROTC training during their junior and senior years at school, and attend a six-week summer training camp to round out their instruction.

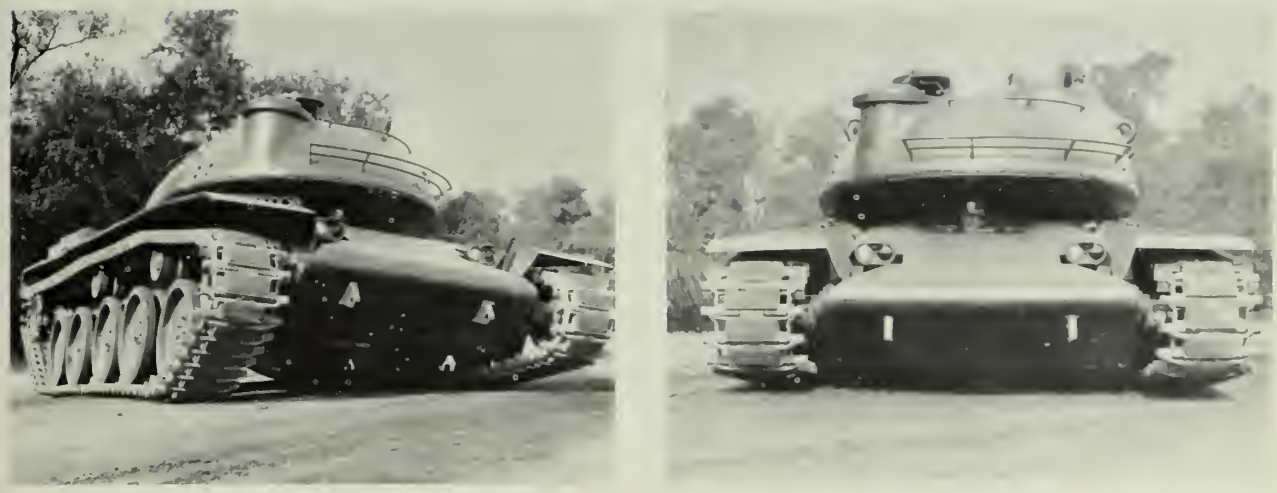
Authority for the new program was granted by the ROTC Vitalization Act of 1964 to supplement the traditional four-year ROTC program. The Navy is also considering adopting a similar program but plans are as yet incomplete.

★ ★ ★

A BALLOON, a tank of helium, a pair of coveralls, a nylon line and a special apparatus attached to the nose of a C-123 *Provider* comprise a new recovery system soon to be put in use by the Air Force.

Using the system, a downed pilot is located and dropped the balloon, helium tank, nylon line and coveralls. He puts on the coveralls, which are sewn to a harness on one end of the nylon line. He then uses the

BALLOON IS INFLATED for use of Fulton Recovery System during tests. When balloon reaches full height of nylon line, man takes running steps *(center)* and line is caught by plane *(right)*. Man is then lifted up with winch.



HYDRO-PNEUMATIC suspension system for tanks, developed by Army, will enable them to change ground clearance.

helium tank to inflate the balloon, which is attached to the other end of the line.

When the balloon rises, the plane flies toward the line, catching it in the special apparatus attached to its nose. The line is locked to the plane, and the pilot is pulled into the aircraft by a winch.

The system will be used in areas normally inaccessible to helicopters and other aircraft, and will be adapted to HC-130H *Hercules* aircraft used by the Air Rescue Service.

Tests of the system were held at Hurburt Field, Fla.

★ ★ ★

A NEWLY DESIGNED true motion radar assisted the new Coast Guard cutter *Vigilant* during the latest *Gemini* space flight patrol.

Called a "tattle trail" radar, the system features a bright TV type picture which can be viewed in broad daylight. The device presents individual radar signals reflected from moving surface targets as continuous trails. Low flying aircraft appear as dotted lines on the screen. The trails and lines reveal position, speed and direction of the objects in their true geographical relationship to one another.

On missions such as the Grissom-Young pickup, the radar can help direct search and rescue efforts.

The device is equally effective in inland or sea waters and is workable in dense fog, snow, rain or hail.

★ ★ ★

A WINGLESS, V-SHAPED CRAFT with a flat bottom, rounded top and vertical tail fins and, in general, looking like an elongated teardrop is being studied by the Air Force. The object of the study is to produce a vehicle which can maneuver to a precision recovery site after reentering the earth's atmosphere from orbit.

The program which engendered the new craft is called START (for Spacecraft Technology and Advanced Reentry Tests) and will include rocket-launched hypersonic flight tests of reentry vehicles and aircraft-dropped transonic and subsonic flight tests.

The program's first objective is to provide a flexible and accurate technique for return of instruments and data from orbit.

The elongated teardrop shape now being used in the project has undergone more than 50 balloon-dropped flights and been tested for hundreds of hours in a wind tunnel before it was selected from among more than a dozen other designs.

Later, the results of the wind tunnel tests will be compared with results of flight tests to be conducted from Vandenberg Air Force Base, Calif.

At this time, *Atlas* standard launch vehicles will be used and the START vehicle (which will be unmanned) will be equipped with movable flaps on the underside of the tail to provide control in pitch and roll axes.

Flaps, also activated by the guidance system, will be used in combination with reaction jets during the early portion of reentry to control the course of the spacecraft.

The test model will have a conventional aluminum aircraft structure covered with a heat shield material developed especially for the Air Force. The heat shield material is flexible enough to absorb the stresses caused by violent changes in temperature.

TATTLE TRAIL—Bright display radar scope on bridge of Coast Guard cutter *Vigilant* helped in Gemini patrol.

THE BULLETIN BOARD

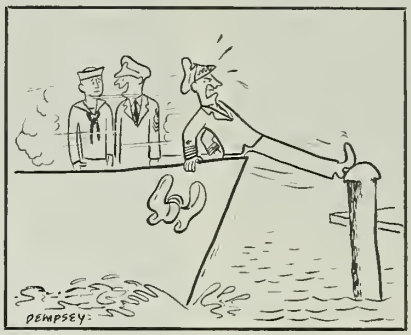
Certain Junior Officers Afloat Can Expect 'Spot' Promotions

SOME JUNIOR unrestricted line officers afloat, who are filling billets for which higher grade officers are authorized, will soon begin receiving temporary promotions to the next higher grade.

The Navy is thus undertaking to resolve, at least temporarily, some problems posed by a critical shortage of certain classes of officers in the lieutenant, lieutenant commander and commander grades.

These temporary or "spot" promotions, which generally are effective only while an officer serves in a specific billet, are authorized by a statute dating to 1941. Besides responding to a shortage of officers in the three designated grades, the Navy is attempting to provide an attractive retention incentive for seagoing-type junior officers.

At the same time, the officers concerned will commence receiving appropriate compensation for shouldering responsibilities greater than normally expected for their grades.



"Captain's never made a bad landing yet!"

Under the new plan, temporary promotion to the next higher grade will be accomplished in three steps. As many as 500 junior officers might benefit from the plan almost immediately.

Only unrestricted line officers serving in certain commands and units of the operating forces, as authorized by the Chief of Naval Operations, will be eligible. While officer shortages exist in both the operating forces and the shore establishment, it is considered appropriate at this time to take corrective action only in the former.

Consequently, the temporary promotions are restricted to officers serving in units operational in character, principally deployed, with consideration given to the nature, location and tempo of operations.

The list of eligible commands is included later in this article. Because of the temporary nature of so-called spot promotions, their numbers are not affected by the officer grade limitations imposed by law. An officer serving temporarily in a higher grade under this plan is accounted for in the grade which he would hold had he not been temporarily promoted by means of a spot appointment.

Basic eligibility requirements are that candidates be:

- Unrestricted line lieutenants (junior grade) with at least one year in grade, or lieutenants or lieutenant commanders with at least three years in grade;
- Serving in a billet for which a higher grade is prescribed by authorized allowance documents, in a command or unit designated as "eligible" by the Chief of Naval Operations.

Service in grade is computed from date of rank, and each candidate must have served a minimum of three months in the billet before being recommended for temporary promotion by his commanding officer, which is the next step.

Between 1 April and 1 Oct 1965, it is necessary to have six months or more remaining to serve in eligible billets following the date of recommendation by the commanding officer. After 1 October the requirement will be one year. The exception to this is officers whose names are already on promotion lists as a result of normal selection board action, in which case no minimum period is required.

The names of all officers who fill the above requirements, including during the previous four quarters.

- Have completed the advancement requirements necessary to participate in the Navy-wide examinations.

Graduates of the following Class A schools are eligible to participate for automatic advancement. To be advanced automatically, a Navyman must equal or exceed the percentile grade listed beside his school.

CLASS A SCHOOL	PERCENTILE
AE	75
AG	75
AQ	50
AT	50
AX	50
BT	75
CT(A)	75
CT(I), CT(M), CT(O), CT(R), CT(T)	50
DS	50
EM	75
ET	50
FT	50
GM	75
MM	75
MT	75
PT	50
RD	50
RM	75
ST	50
TD	75
TM	75

Additional information may be found in BuPers Inst. 1430.14A.

- AUTOMATIC ADVANCEMENTS —Navymen in their second and subsequent enlistments are now eligible for automatic advancement to E-4 after completion of designated A schools.

Formerly, eligibility to compete was limited to first-termers and, of course, STAR program Navymen. As of April however, all Navymen who graduate from the designated A schools (listed later) are eligible for automatic advancement to third class provided they:

- Have a minimum total obligated active service in the current enlistment which, when completed, will total six or more years of active service in the Navy. In addition, the obligated service must be sufficient to permit the Navyman to complete a minimum of two years' active duty after completing the school.
- Graduate from the Class A school with a final grade equal to or higher than the percentile designated for the school. Individual percentiles are computed from the performance of U. S. Navy students of the school

the commanding officer's recommendation, will be submitted to a nominating board appointed by the Chief of Naval Personnel. Action here will include certification that:

- A bona fide requirement for each temporary promotion exists within the respective commands in which candidates are serving, i.e., an officer of appropriate rank and qualification is not available within the command;
- The expected duration of the officer's assignment in the billet requiring his temporary promotion will not be less than the minimum period prescribed;
- The billet is one for which temporary promotion is authorized;
- The officer is eligible for temporary promotion by virtue of his present grade and his time of service in his present grade; and
- The officer has been recommended by the commanding officer after three months' evaluation in the qualifying billet.

Once past the nominating board, the names will be submitted to a special promotion board convened by the Secretary of the Navy. This board will consider, at least once a month, those officers nominated for promotion by the nominating board and will recommend to the Secretary those officers who in its opinion can successfully perform the duties of the higher grade in the billet in which they are serving.

Officers then promoted will be entitled to the pay and allowances of the grade to which appointed from the date stipulated in the appointment. No officer may be advanced more than one grade higher than his normal grade under this plan.

The temporary advancement is effective only so long as the officer serves in the billet in which his promotion was authorized. Upon leaving this billet, he will revert to his former grade, unless his name is on a promotion list as a result of normal selection board action, in which case he may be reappointed to the higher grade.

Service under a spot promotion will not change an officer's position on the lineal list of the Navy, since that position is determined by the grade he would hold had he not been promoted under a spot appointment.

The plan also includes a saving device for officers whose projected rotation date or scheduled date of release to inactive duty would preclude their eligibility for temporary promotion. Extensions of active duty for a minimum period of six months or requests for adjustment of projected rotation dates with a favorable endorsement by the commanding officer or unit commander will be considered by the Chief of Naval Personnel.

Full details of this program are contained in SecNav Inst. 1421.3. The list of eligible commands and units follows:

All attack carriers.
All ASW support corriers except USS *Lexington* (CVS 16).
All attack corrier division commander staffs.
All antisubmarine warfare graup commander staffs.
All antisubmarine suppart corrier division commander staffs.
All carrier air wings and detachments.
All corrier antisubmarine air groups.
All seaplane tenders and small seaplane tenders (AV, AVP).
All destroyer tenders (AD) except USS *Sierro* (AD 18), *Yasemite* (AD 19), *Arcadio* (AD 23), *Everglades* (AD 24) and *Yellowstane* (AD 27).
All cruisers.
All cruiser-destroyer flatilla commander staffs and assigned ships and unit staffs except the fallowing:
Cammander Cruiser-Destroyer Flotillas Faur and Six staffs
Commander Cruiser-Destrayer Flatilla Five staff
Destroyer Development Graup Two
Reserve training ships and staffs
Destroyer Division 601
All submarines except SSTs and auxiliary submarines (AGSS) 214, 318, 419, 555 and 569
All submarine rescue vessels (ASR)
All amphibious-type ships except USS *Krishna* (ARL 38), San Jooquin Caunty (LST 1122), *Stark* County (LST 1134) and *Burleson* (IX 67)
All amphibiaus group, squadron and division staffs
All MSOs and divisian cammanders thereaf
All service farce ships except AKs, ARs, ARGs, AGMRs, ARCs, ARSDs, PCs, PCERs and ARDs
All security group detachments emborked aflaat
All military departments embarked in MSTS vessels
All oceanographic detachments emborked aflaat.

WHAT'S IN A NAME

Skyhooks Are Routine

Any seamon apprentice knows thot o bucket of pad eyes or 50 feet af water line must be standard equipment aboord his ship because he has been sent ta find them often enough.

There moy come a day of reckoning, however, when an SA aboard an aircraft carrier is sent ta find a skyhook and comes back with one. Skyhooks ore, in fact, o matter of some cancern to the Office of Navol Research.

A Skyhaok bolloon, af caurse, is the meons used by meteorologists, atranamers and other scientific types ta reach into the heights for scientific dota and to avaid the uncantrollable ond unpredictoble variations af the earth's otmasphere, 90 per cent of which is concentrated in a blanket only 10 miles thick.

The Skyhaak bolloon has been in use for abaut 17 years for prabing beyond the otmosphere ond, as scientific requirements increased, bolloon sizes and payloads increased.

Ballaons have swelled in volume from 10,000 to over one million cubic feet to corry poylaods from less than 100 pounds to more than 10,000 pounds to heights from oround 100,000 feet ta at least 150,000 feet.

With so much sophisticated scientific gadgetry riding ta such great heights, the Office of Naval Research has begun laaking araund far a moterial having greater strength than polyethylene, of which most ballaans are now mode.

One of the materiols which have been tested is o reinforced mylor. A very thin polyethylene film (one ten-thousandth of an inch thick) reinfarced with nylon filaments olso is being tested for carrying poyloads of less than 500 pounds to heights af fram 140,000 ta 150,000 feet.

Composite films of polyethylene ond polypropylene laminates ore still other moterials which show great pramise for improved reliability ond economy.

With the considerable effort being exponded to improve the copobilities of balloons, it is safe to assume that these vehicles will go higher and corry more weight with greoter reliability thon they have done thus far.

It is olsa safe to assume thot, os bolloons become bigger and better, science will find more and mare uses for them thus requiring even bigger and better Skyhooks.

NRTCs Extend Friendly Invitation to Ex-Active Duty Navymen

IF YOU HAVE an inclination to travel but still have the itch to be a civilian when you complete your current enlistment—there may be a place for you in the Naval Reserve. Ex-Regular Navymen, because of their practical sea experience (the saltier the better), can often land interesting Selected Reserve billets.

Some groups of Selected Reserves attend evening meetings two to four times each month. Others, such as Air Reservists, ASW Reserve crews, mine warfare Reserve crews, Submarine program personnel and some Surface program personnel participate in week-end drills. Once each year, two weeks are spent on active duty for training.

It's a good way of maintaining ties with former shipmates and the sea service.

And, of course, there's money involved. An evening meeting is worth one day's basic pay and a week-end four days' pay.

If you have a record as a topnotch sailor and live within commuting distance of one of the following Naval Reserve training activities, here's what you can do after discharge:

Drop in at the nearest NRTC (Naval Reserve Training Center) or Air Reserve unit and learn some more about the Program. You'll receive a friendly welcome. And you can learn first hand from the members of the NRTC about joining the Navy's civilian component.

ALABAMA
- Birmingham
- Gadsden
- Huntsville
- Mobile
- Montgomery
- Sheffield
- Tuscalaosa

ARIZONA
- Phoenix
- Tucson

ARKANSAS
- Camden (Shumaker)
- Fort Smith
- Little Rock

CALIFORNIA
- Alameda***
- Bakersfield
- Compton
- Fresno
- Hawthorne
- Huntington Park
- Los Alamitos**
- Los Angeles
- Monterey
- North Hollywood
- Oakland
- Pasadena
- Pomona
- Sacramenta
- San Bernardino
- San Diego
- San Francisco
- San Jose
- San Mateo
- San Pedro
- Santa Ana
- Santa Barbara
- Santa Cruz
- Santa Monica
- Stockton
- Vallejo

COLORADO
- Colorado Springs
- Denver
- Pueblo

CONNECTICUT
- Bridgeport
- Cromwell
- Hartford
- New Haven
- New London
- Stamford
- Waterbury

DELAWARE
- Wilmington

DISTRICT OF COLUMBIA
- Washington

FLORIDA
- Daytona Beach
- Gainesville
- Jacksonville****
- Miami
- Orlanda
- Pensacala
- St. Petersburg
- Tampa
- West Palm Beach

GEORGIA
- Atlanta*
- Augusta
- Calumbus
- Macon
- Savannah

HAWAII
- Oahu

IDAHO
- Boise

ILLINOIS
- Aurara
- Chicago
- Danville
- Decatur
- Evanstan
- Forest Park
- Glenview**
- Jaliet
- Moline
- Peoria
- Quincy
- Rackford
- Springfield

INDIANA
- Anderson
- Evansville
- Fort Wayne
- Gary
- Indianapolis
- Michigan City
- Muncie
- South Bend
- Terre Haute

IOWA
- Burlington
- Cedar Rapids
- Davenport
- Des Moines
- Dubuque
- Sioux City
- Waterloo

KANSAS
- Hutchinsan
- Olathe**
- Topeka
- Wichita

KENTUCKY
- Cavington
- Lexington
- Louisville
- Owensbora

LOUISIANA
- Alexandria
- Baton Rauge
- Lafayette
- Lake Charles
- New Orleans*
- Shreveport

MAINE
- Augusta
- Bangar
- South Portland

MARYLAND
- Andrews Field****
- Annapolis
- Baltimore
- Cumberland
- Silver Spring

MASSACHUSETTS
- Bastan
- Brockton
- Fall River
- Lawrence
- Lowell
- Lynn
- New Bedford
- Pittsfield
- Quincy
- Salem
- Springfield
- Warcester
- South Weymouth**

MICHIGAN
- Battle Creek
- Bay City
- Bentan Harbor
- Cadillac
- Dearborn
- Detroit
- Flint
- Grand Rapids
- Grosse Ile**
- Hancock
- Jackson
- Kalamazoo
- Lansing
- Muskegon
- Pantiac
- Port Huron
- Saginaw

MINNESOTA
- Duluth
- Minneapolis*
- St. Paul

MISSISSIPPI
- Greenville
- Greenwood
- Gulfpart
- Jackson
- Laurel
- Natchez
- Vicksburg

MISSOURI
- Cape Girardeau
- Hannibal
- Japlin
- Kansas City
- Springfield
- St. Joseph
- St. Louis

MONTANA
- Billings
- Butte

NEBRASKA
- Lincaln
- Omaha

NEVADA
- Las Vegas
- Rena

NEW HAMPSHIRE
- Manchester
- Portsmouth

NEW JERSEY
- Atlantic City
- Camden
- Clifton
- Elizabeth
- Jersey City
- Lakehurst****
- Perth Amboy
- Port Newark
- Trenton

NEW MEXICO
- Albuquerque

NEW YORK
- Albany
- Binghamton
- Bronx
- Broaklyn
- Buffalo
- Dunkirk
- Elmira
- Freeport
- Fort Schuyler
- Glens Falls
- Huntington (L. I.)
- Ithaca
- Jamestown
- Liverpool (Syracuse)
- Newburgh
- New Rochelle
- New York**
- Oswego
- Poughkeepsie
- Rochester
- Scotia
- Tompkinsville (Staten Island)
- Troy
- Utica
- Watertown
- Whitestone
- Yonkers
- Youngstown

NORTH CAROLINA
- Asheville
- Charlotte
- Durham
- Greensbaro
- Raleigh
- Wilmington
- Winston-Salem

NORTH DAKOTA
- Fargo

OHIO
- Akron
- Cantan
- Cincinnati
- Cleveland
- Columbus
- Dayton
- Hamilton
- Lima
- Larain
- Mansfield
- Portsmouth
- Steubenville
- Toledo
- Warren
- Youngstown
- Zanesville

OKLAHOMA
- McAlester
- Norman
- Oklahoma City
- Stillwater
- Tulsa

OREGON
- Eugene
- Portland
- Salem

PENNSYLVANIA
- Allentown
- Altoona
- Bethlehem
- Eddystone (Chester)
- Erie
- Harrisburg
- Hazleton
- Johnstown
- Lancaster
- McKeesport
- Philadelphia
- Pittsburgh
- Reading
- Scranton (Durmore)
- Wilkes-Barre
- Williamsport
- Willow Grove**
- York

RHODE ISLAND
- Newport
- Pawtucket
- Providence
- Woonsocket

SOUTH CAROLINA
- Charleston
- Columbia

Georgetown
Greenville
Sportanburg
SOUTH DAKOTA
Sioux Falls
TENNESSEE
Chottonoogo
Jockson
Kingsport
Knoxville
Memphis***
Noshville
TEXAS
Abilene
Amarilla
Austin
Beoumont
Corpus Christi
Dallas*
El Poso
Fort Worth
Golveston
Haustan
Lubbock
Port Arthur
San Angelo
San Antonio
Woco
Wichito Folls
UTAH
Ogden
Salt Loke City
VERMONT
Burlington
VIRGINIA
Alexondrio
Fisherville
Lynchburg
Newport News
Norfolk***
Portsmouth
Richmond
Roonoke
WASHINGTON
Aberdeen
Bellinghom
Everett
Langview
Seottle*
Spokone
Tocomo
WEST VIRGINIA
Huntington
South Charleston
Wheeling
WISCONSIN
Green Boy
Kenosha
La Crosse
Madison
Milwaukee
Oshkosh
Racine
Sheboygan
WYOMING
Cheyenne

* Naval Air Statian and Naval Reserve Training Center

** Naval Air Statian

*** Naval Air Reserve Troining Unit and Naval Reserve Training Center

**** Naval Air Reserve Training Unit

List of New Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

East of Sudan (2884) (C) (WS): Adventure Drama; Anthony Quayle, Sylvia Sims

Seance on a Wet Afternoon (2885): Drama; Kim Stanley, Richard Attenborough

A Taxi to Tobruk (2886): Drama; Lino Ventura, Maurice Biraud

Moonwolf (2887): Science Fiction; Carl Moehner, Ann Savo

The Black Shield of Falsworth (2888): Tony Curtis, Janet Leigh (Re-issue)

Fall of the Roman Empire (2889): (C) (WS): Drama; Sophia Loren, Stephen Boyd

Two on a Guillotine (2890) (WS): Melodrama; Connie Stevens, Dean Jones

Witchcraft (2891): Melodrama; Lon Chaney, Jack Hedley

The Outlaws is Coming (2892): Comedy; Three Stooges, Nancy Kovack

Father Goose (2893) (C): Comedy; Cary Grant, Leslie Caron

Goodbye Charlie (2894) (C) (WS): Comedy; Tony Curtis, Debbie Reynolds

The Outrage (2895) (WS): Drama; Paul Newman, Laurence Harvey

Why Bother to Knock (2896) (C) (WS): Comedy; Elke Sommers, Richard Todd

Nothing but the Best (2897) (C): Comedy; Alan Bates

Emil and the Detectives (2898) (C): Comedy; Walter Slezak, Roger Mobley

None but the Brave (2899) (C) (WS): Drama; Frank Sinatra, Clint Walker

Murder Most Foul (2900): Melodrama; Margaret Rutherford, Ron Moody

Face of Terror (2901): Suspense Drama: Lisa Gaye, Virgilio Taxera

Attack of the Normans (2902): Melodrama; Cameron Mitchell, Genevieve Grad

Colossus of the Arena (2903): Melodrama; Mark Forest, Scilla Gabel

36 Hours (2904) (WS): Drama; James Garner, Eva Marie Saint

The Rounders (2905) (C) (WS): Western; Glenn Ford, Henry Fonda

Young Fury (2906) (C) (WS): Western; Rory Calhoun, Virginia Mayo

Hercules, Samson & Ulysses (2907) (C): Action Drama; Kirk Morris, Richard Lloyd

Hercules Against the Mongols (2908): Melodrama; Mark Forest

The Satan Bug (2909) (WS) (C): Adventure Drama; George Maharis, Richard Basehart

"OK, Snertan, naw UNbax it!"

Pajama Party (2910) (WS) (C): Musical Comedy; Tommy Kirk, Annette Funicello

Symphony for a Massacre (2911): Mystery Drama; Michael Auclair, Claude Dauphin

Apache Rifles (2912) (C): Action Drama; Audie Murphy, Michael Dante

Night Walker (2913): Melodrama; Robert Taylor, Barbara Stanwyck

A Boy Ten Feet Tall (2914): (WS) (C): Drama; Edward G. Robinson, Constance Cummings

Get Yourself A College Girl (2915) (C): Musical Drama; Mary Ann Mobley, Chad Everett

Taggart (2916) (C): Western; Tony Young, Dan Duryea

Moro Witch Doctor (2917): Melodrama; Jock Mahoney, Margia Dean

Burning of Rome (2918): Bret Halsey, Claudia Mori

Crack in the World (2919) (C): Melodrama; Dana Andrews, Janette Scott

The Horrible Dr. Hichcock (2920): Horror Drama; Barbara Steele, Robert Fleming

The Brain (2921): Suspense Drama; Anne Heywood, Peter Van Eyck

Queen of the Seas (2922): Adventure Drama; Lisa Gastoni, Jerome Courtland

The Ten Gladiators (2923): Adventure Drama; Roger Browne, Susan Paget

War Party (2924): Western; Davey Divison, Donald Barry

Duel of Fire (2925): Adventure Drama; Fernando Lamas

Women of Devil's Island (2926): Adventure Drama; Guy Madison, Michelle Mercier

Messalina (2927): Adventure Drama; Belinda Lee, Spiros Focas

Invisible Creatures (2928): Science-Fiction; Sandra Dorne

Here Are Some Pointers on Protective Measures in Case of Fallout Radiation

PEOPLE have long been accustomed to fire drills and learning what to do in other emergencies. Many, however, have given little or no thought to coping with that new hazard of mid-twentieth century life—the possibility of a nuclear attack and its consequent radioactive fallout.

There are several elementary things you should know and some fundamental preparations you should make to protect yourself and your family from fallout radiation.

First of all, you should know how warning signals sound and what they mean. You should also know the local civil defense plan for emergency action and where to go for protection from fallout. You and the other members of your family should know how to administer first aid to yourself and others and have an emergency medical kit available.

Civil defense manuals state that each person and family should be prepared to remain in a sheltered area for up to two weeks following an attack without having to depend upon external sources.

To do this, you should have a battery-powered radio, a flashlight or lantern, candles and matches, food and fuel; a shovel, an axe or crowbar, first aid equipment and personal materials such as clothing and bedding.

The best way to store food for use in an emergency is to lay in a supply of canned goods. The cans will not break, the food inside doesn't need refrigeration and it usually doesn't have to be cooked.

If the outside of the can is contaminated, the contaminant can be washed off and the food eaten without danger.

Fresh fruits and vegetables which have been exposed to fallout can also be eaten safely provided they are washed well or peeled. You should avoid them, however, if you have a choice.

Man can live for days without food, but water is essential.

You should allow each person at least one-half gallon of water per day. For a two week period, this means a minimum of seven gallons per person.

With proper precautions, water can be stored indefinitely without spoilage. If you keep it in glass or polyethylene containers having tight-fitting caps, your water will most likely be drinkable in an emergency.

Storing water in metal containers is risky because metal corrodes and the container could spring a leak. Corrosion also gives the water an unpleasant taste and appearance.

Whatever container you use, be sure it is clean and, preferably, sterilized before filling it. Bacterial action in water stored in sterilized containers can be kept to a minimum, through various chemicals (and even liquid bleach in recommended amounts), thus preventing clouding and unpleasant taste or odors in the water.

It is a good idea to inspect your emergency water supply periodically and change it if it develops unpleasant characteristics.

If you run short of water, you might find usable uncontaminated water in toilet tanks or hot water heaters.

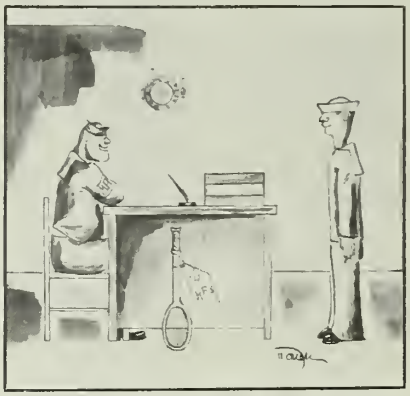
Be careful about taking water from the tap. Even if your plumbing is intact and there is enough pressure to force water through the pipes, reservoir water will be contaminated. If your water supply comes from underground sources, it will probably be safe. Boiling water does not remove radioactive contamination—it only kills bacteria.

You should also keep your car ready for a possible evacuation. This means a tank at least half full of gasoline and a battery sufficiently charged to keep you going and power your car radio for picking up emergency broadcasts.

If you are in your car after an attack, keep the windows, vents and doors tightly closed to prevent radioactive material from entering.

You should, of course, keep a portion of your survival gear available

All-Navy Cartoon Contest
Frederic W. Donour, Jr., PC3



"Why yes, I think we DID find your tennis racket!!"

• 2100 NEW CHIEFS—More than 2100 PO1s who went up for Chief last February will doff their white hats in favor of the CPO variety. They are being advanced in six increments, the first of which occurred last month.

Here's how the first advancement-to-CPO statistics look from the February exam cycle:

1st increment, effective 16 May—423
2nd increment, effective 16 June—100
3rd increment, effective 16 July—439
4th increment, effective 16 August—434
5th increment, effective 16 September—451
6th increment, effective 16 October—274

Don't lose all hope if your name doesn't appear on the first advancement listing. You still have a chance. The Examining Center at Great Lakes will issue addenda to its original advancement letter which, in turn, will show the results of late exams and any additional advancements authorized.

When it's time for you to go up for E-8, your final multiple will be computed as if you had been advanced on 16 May, no matter in which increment you were advanced.

• ADVANCEMENT EXAMS—The schedule for the July-August advancement examinations has been announced by the Bureau of Naval Personnel.

E-8 and E-9 tests will be administered on Tuesday, 20 July. Exams for E-4 will take place on Tuesday, 3 August; E-5 on Thursday, 5 August; E-6 on Tuesday, 10 August; E-7 on Thursday, 12 August.

All commands must have submitted examination requests in time to have reached the Naval Examining Center by 15 June.

Reserve Navymen on active duty for 150 days or less are not eligible to take the examination. Navymen who have been selected for promotion to warrant officer or commissioned status are ineligible to compete for E-8 or E-9 unless they notify the Chief of Naval Personnel that they do not intend to accept the appointment to commissioned status.

for transfer to your car if a hasty departure is necessary.

Hopefully, this country will never be subjected to a nuclear attack. If it is, however, it makes sense to know how to save yourself, just as you should know what to do if the river rises, a tornado strikes or a brush fire threatens your house.

When the possibility of disaster becomes reality, there is only one course of action—survive.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general infarmation ond os on index of current Alnavs, BuPers Instructions and BuPers Natices that apply to most ships ond statians. Many instructions and notices are not of generol interest and hence will not be carried in this section. Since BuPers Notices are arronged according to their group number ond hove no consecutive number within the group, their dote of issue is included olso for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete detoils before taking oction.

Alnovs opply to oll Navy and Morine Corps commands; BuPers Instructions and Notices opply to oll ships ond stotions.

Alnavs

No. 12—Stated that the Comptroller General's decision of 27 Aug 1964, referring to allowance upon initial assignment, does not apply in those instances where there are no quarters available.

No. 13—Announced approval by the Secretary of the Navy of a proposal to authorize temporary promotions of certain unrestricted line officers assigned to seagoing ships serving in billets for which a higher grade is authorized.

No. 14—Announced approval by the Secretary of the Navy of the report of a selection board which recommended promotion of USN warrant officers.

No. 15—Requested enlisted volunteers of certain rates for duty in Vietnam.

Instructions

No. 1321.2E — Discusses policies and procedures for the issuance of temporary additional duty orders which involve travel of officers and midshipmen.

No. 1430.14A—Describes the procedure whereby eligible Class A School graduates may be advanced to pay grade E-4 without competing in a Navy-wide advancement examination.

No. 1520.93A — Provides information concerning the foreign language program, and describes procedures for application.

Notices

No. 1430 (26 March)—Announced the names of those who may be advanced in rating to chief petty officer, acting appointment.

No. 1418 (6 April)—Announced the schedule for Navy-wide examinations for enlisted personnel to be held in July and August.

No. 1520 (6 April)—Provided information concerning the scope of the Navy Postgraduate and Undergraduate educational program planned for the academic year 1966-67. Announced that Reserve officers on active duty are eligible for all postgraduate curricula.

No. 1306 (13 April)—Established a clearing house whereby personnel who have been assigned to opposite coast of preference and who wish a "No Cost" transfer may contact other individuals wishing a similar transfer.

No. 1430 (16 April)—Announced the names of additional personnel selected to be advanced in rating to E-8 and E-9.

No. 3590 (16 April) — Discussed procedures to be followed for USN and USNR participation in small arms competition.

No. 4631 (21 April) — Advised Navy and Marine Corps personnel of a severe curtailment of MATS space available travel during the summer.

Outstanding Crews

Flight Crew 12 of the Pacific Barrier Potrol hos proved itself to be one af the top outfits in the Navy by earning the Outstonding Barrier Crew Award for the fourth consecutive time. The crew of 21 hove been flying their EC-121K *Worning Star* alang the Pocific Borrier between Midway Island and Adak, Alasko. It will probobly be their lost oward, os the Barrier Potrol is scheduled to be phased out by late this yeor.

The outstanding crew award has been given twice each year ta the crew judged best in radar effectiveness, general barrier performance, communicotions, electronic countermeosures, navigation records, personal canduct and aperotional reodiness. The winning Navymen are: LTJG Arthur R. Houver (oircroft commander); LCDR Glenn M. Hayden (second pilot); LTJG Kenneth L Meyer (third pilot); LTJG Melvin A. Szarleta (first navigator); LTJG Ronald F. Bushouse (first novigator;) ENS Douglos A. Kienitz (second novigotor); ENS John C. Kempf (secand novigotor); LTJG Jomes M. Walsh (CIC officer); LTJG Theodore L. Behle (assistant CIC officer); Thomas A. Medlen, AMH2 (first flight engineer); Robert C. Elms, ADR2 (secand flight engineer); Roy A. Zimmermon, ADR2 (second flight engineer); George D. Beaudry, ATW2 (CIC leading P.O.); Lawrence L. Brennon, ATW2 (CIC operator); Theodore D. McIntire, ATW3 (CIC operotor); Roymond Johnstan, ATW3 (CIC aperotar); Richord A. Moseley, ATW3 (CIC operator); Corl R. Wheeland, ATW3 (CIC operatar); Robert E. Fleming, ATW3 (CIC operotor); Howard F. Larsan, ATN3 (rodio operator); William G. Hull, ATAN (rodio operotor).

In the Amphib Navy the ottack tronsport *USS Fremant* (APA 44) hos added a fourth gald hoshmark to her Amphibious Assoult Award. The latest of her nine consecutive owords resulted from a high evoluotion of a londing which taak place at Vieques Island off Puerto Rico in lote 1964. She claims the distinction of being the anly LantFlt Amphib ship ta win the award nine yeors running.

Potrol Squadron 44, olsa in the Atlantic, hos won the Arnald Jay Isbell Trophy for ontisubmarine worfare excellence. During the 13 yeors af its cammissioning, PotRon 44 has won two Isbell Traphies ond four Bottle Efficiency Es.

Other oirdale outfits, Training Squadrons 21 and Troining Squadron 24, have been awarded the Chief of Navol Air Advonced Troining Aviotion Sofety Trophy. During 1964, TroRon 21 chalked up 20,573 flight hours and graduated 121 odvanced jet pilots. TraRon 24's totols were 19,873 haurs ond 114 students graduoted. Neither had on occident.

An occasionol "E" oword report still stroggles in. Here are several more names to odd to the lists published eorlier:

***USS Berkeley* (DDG 15)—CruDesPoc**
***USS Bauer* (DE 1025)—CruDesPoc**
***USS Eversale* (DD 789)—CruDesPoc**
***USS Edson* (DD 946)—CruDesPoc**
***USS Guardian* (AGR 1)—EastSeaFrontier**
***USS Fronk Knox* (DDR 742)—CruDesPoc**
Patral Squadron 23—AirLant

A Navy Tour of Duty in London May Be Just Your Cup of Tea

BEFORE COMING TO ALL HANDS, one of the journalists in the office did a tour in London, and he's never been the same since. Everything in every billet, before and since, is compared to the way it was there—the Navy, procedures, copy, beer, local color and women. (He married a British girl.) We gather, from what he says, he liked London and duty in London.

More than anything, almost, he wants another tour there and he's doing all he can to make his dream come true. He even checked up on that "Buddy in the Bureau" rumor (but he says he couldn't find anyone called Buddy).

Anyhow, we got interested in the subject and decided to check up on what others had to say.

This is what we found. To some it may sound like any other living condition piece. Others may decide duty in London is just their cup of tea.

ARRIVAL

Normal entry points are Southampton if by surface, Mildenhall Air Force Base for MATS arrivals, and London airport for commercial air travel.

Surface—If you are arriving by MSTS your ship will be met at Southampton by a military representative. He will give you details concerning the London hotel reservations which will have been made for you. You are encouraged to write to your command at the earliest practicable date stating your requirements with regard to transient quarters. If, upon arrival in London, you do not like the prearranged accommodations you must cancel them or be held liable for payment. Government transportation is provided from Southampton by bus and cabin baggage may accompany you. Hold baggage will be transported separately.

If landing from ss *United States* you should go to London by special boat train which departs from dockside. Tickets for the boat train must be bought from the ship's purser before docking. You will not be met by a Navy representative, nor will hotel reservations have been made unless you have requested them. Trains from Southampton arrive at Waterloo Station in London.

Air—The MATS terminal is located at Mildenhall AFB, Suffolk, 85 miles north of London. Since the Navy does not receive advance manifest information on air passengers, hotel reservations will not have been made unless you have requested your reporting command to make them for you. Air Force personnel will direct you to the bus for transportation to London; to the Douglas Housing Annex (for enlisted) and Columbia Housing Annex (for officers). If a bus is not available, they will direct you to a train for London, which arrives at Liverpool Street Station.

Tipping—One shilling (14 cents) per bag is considered a sufficient tip for porter service. A taxicab tip of 15 per cent is considered adequate for short trips.

Checking in—Regardless of your method of arrival, you are not expected to report until 0815 on the succeeding day. You must, however, immediately report to the appropriate duty officer by telephone.

Hotel accommodations—If no hotel or other accommodations have been arranged or if you are in doubt, call the command to which you are ordered to report. If no temporary lodgings have been arranged, they will be obtained for you.

PASSPORTS

All dependents are required to have passports. Children under 16 years of age may be included on the mother's passport. Dependents in the Washington, D. C. area should make application to the main State Department Passport Agency and allow at least two weeks for processing and mailing.

Dependents outside the Washington area should make application to the nearest State Department Passport Agency Branch Office or to the local U.S. District Court Clerk, allowing six weeks for processing and mailing. Generally, passports are not required for military personnel since an I.D. card and leave or TAD orders are sufficient for travel in most European countries. If, in the course of your duties an official passport is necessary, application to the U.S. Embassy may be made after your arrival in London.

"I'm not makin' soup. I'm just cleanin' the pot!"

CURRENCY

British sterling, consisting of pounds, shillings and pence, is used in the civilian economy in the United Kingdom. There are 12 pence in a shilling, and 20 shillings in a pound. You will find it desirable to have plenty of sterling for tips, taxis, and other incidentals upon landing. Sterling usually can be purchased on most MSTS and commercial ships, at airport terminals, MATS Terminal Mildenhall, at the Douglas Housing Annex, and Columbia Housing Annex in London. There is no limit on the amount of currency which may be imported, but you may have to make a customs declaration on all currency in your possession. The value of the pound generally remains at $2.80 as shown in the following guide:

One pound (£) or 20 shillings (20s)	$ 2.80
One shilling (1s) or 12 pennies/pence (12d)	$ 0.14
Sterling notes:	
Ten pound	$28.00
Five pound	$14.00
One pound	$ 2.80
Ten shilling	$ 1.40
Coins:	
Half Crown (2s 6d)	$ .35
Two shillings (2s)	$ .28
One shilling (1s)	$ .14
Six pence (6d)	$ .07
Three pence (3d)	$ .03½
One penny (1d)	$ .01
Halfpenny (½d)	$.—

A quick conversion factor—convert British pounds to shillings, and divide by seven for dollars.

Though they are no longer in circulation, many prices are still quoted in guineas. A guinea is equal to 21 shillings (about $2.94).

A number of New York banks maintain branches in the West End of London near the Headquarters Building. You may maintain dollar

or sterling checking accounts with these banks but checks drawn on these banks are not readily negotiable outside England. Postal money orders and bank drafts are the only practical means of remitting funds to the United States. Therefore, if you anticipate having to make frequent remittances to the United States, it is suggested that you retain your checking account at your bank in the U. S.

The United Kingdom is not a Military Payment Certificate Area. You are authorized to possess and use U. S. currency.

WEATHER

Although in the same latitude as southern Labrador and the southern Canadian provinces, London's climate is tempered by the proximity of the warm Gulf Stream. The city's average annual temperature is 51 degrees, about equal to New York's 52 degrees. Daily and seasonal temperatures are moderate compared to the extremes experienced over much of the U. S. The average rainfall in London totals only 24 inches, considerably less than New York (42 inches), more than San Francisco (20 inches) and about equal to Omaha (26 inches).

Measurable rainfall, usually light in intensity, occurs on about half the days in any month, and other days of mist or fog and low clouds with high relative humidity help create the impression of excessive total rainfall.

You will find that while it may not actually be raining, heavy mist and fog, particularly in the winter months, make for a very damp climate. Snowfall in the London area is relatively light and infrequent.

London fogs are traditionally world-famous, but their intensity and frequency are somewhat exaggerated. The winter months are the foggiest, each having about 13 days with some fog; however, only one or two days per month may have really intense fog. On these days the U. S. schools are closed and workers are usually released early because of transportation problems.

Daily summer temperatures usually range from afternoon highs of 70 degrees to overnight lows of 54 degrees. High temperatures are not common.

CLOTHING

Uniform—Civilian clothing is required during and after working hours for U. S. Navy personnel on duty in the London area. Civilian clothing allowance is provided for enlisted personnel. Clothes must be conservative in taste. Men are required to wear a shirt and tie at work with either a suit or sports jacket and trouser combination; women must also be suitably attired. The prescribed uniform of Service Dress Blue must be worn at personnel inspections and while on watch. The required uniform allowance should be in your possession. A uniform shop and small stores are available in the headquarters building.

"You ever hear of 'Rules of the Road'?"

Men—British clothing for men is of very good quality and at a price commensurate with similar items in the United States. Most ready-made suits are of English style. If you are unable to find what you want in ready-made suits, you can have one tailored at about the same price. Delivery time is usually four to six weeks.

Women—British clothing styles are excellent and women will enjoy shopping on the local market. Prices are from moderate to expensive, depending on your taste. Woolens are an excellent value. Ladies' shoes are attractive and moderately priced. Comfortable walking shoes are a must. If you have an odd shoe size, these will be hard but not impossible to obtain.

Children—Children's clothing for girls is more easily obtained than boys. Girls' coats, woolen skirts and sweaters are readily available and reasonably priced. Party dresses are expensive and it is advisable to bring one or two. Boys' clothing is somewhat of a problem since styles are quite different from what you are used to, but the problem is often resolved if your boy enters a British school where uniforms are usually worn.

PACKING

Everyone is cautioned to pack sufficient clothing to meet his needs for the first few weeks in London.

It is essential to have both civilian clothing as well as uniforms with you upon arrival. Do not place clothing which you will need upon your arrival with your household effects as they may often be delayed in arriving. Have your rainwear readily available. The temporary quarters you occupy while looking for permanent housing will generally be a hotel or guest house and will have only limited luggage space.

If you arrive by surface, you may have your hold baggage delivered to a temporary address—but it is recommended that household goods shipments not be delivered except into permanent housing.

BAGGAGE

When traveling by MSTS you may take on the ship the baggage which you would normally be allowed to carry free of charge on a railroad ticket.

Items usually shipped as hold baggage are those that will be needed upon your arrival and before your household goods arrive. This may include clothing, baby supplies and minor cooking utensils. This amount is usually limited to 350 pounds for adults and 175 pounds for children under 16. The baggage limitation on commercial vessels is 25 cubic feet for adults and 12 and one-half cubic feet for children.

Trunks, cruise boxes and excess suitcases are carried in the hold of the ship and are not accessible during the voyage. The Navy delivers hold baggage to its warehouse in London within five days after arrival in Southampton. Baggage will be held temporarily until local delivery is requested. Three days are allowed for you to contact the Supply Department.

HOUSEHOLD EFFECTS

Household effects may be shipped into the United Kingdom under NATO Status of Forces Agreement. They are admitted free of customs duty under the provisions of *Joint Travel Regulations.*

Household goods are normally

shipped via commercial vessel under contract to MSTS and are routed via NSC Norfolk, or NSC Bayonne, to London. Average transit time is eight to 10 weeks. An additional 10 days is usually required to effect customs clearance, dock handling and final delivery. The consignee for all such shipments is the Shipping and Receiving Officer, U. S. Naval Support Activity, London, England.

In practice, it is found that many people bring too much with them. In such cases, commercial storage facilities may have to be found, since there are almost no storage facilities in houses and apartments, and no government storage facilities. Temporary storage up to 90 days (180 days under certain circumstances) is financed by the government until you find housing. This entitlement ends when any household effects are released to the owner.

After you have arrived in the United Kingdom it will not be necessary to contact the Shipping and Receiving Officer regarding your household goods until notified that they are on the way overseas. Concurrent with such notification you will be advised of the approximate release date of your household effects and what steps will be necessary to ensure their delivery.

HOUSING

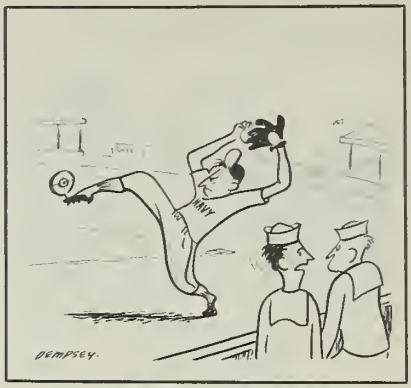
Most people stationed in London rent furnished apartments or houses and it is recommended that you plan accordingly. Unfurnished apartments or houses are available but are much more difficult to find and often require longer than a two-year lease. Rents for a furnished two-bedroom house or apartment generally run from about $125 and up per month. Unfurnished accommodations are about the same, but with additional complication that large sums are often asked for leases, decorations or fixtures and fittings.

Prices of utilities are high and, of course, these charges are in addition to rent.

Electric and gas heating averages about one-third more than in the United States. It is difficult to heat English houses to the standard expected by Americans.

Telephones are more expensive than in the States, and there is a charge made for every call.

Cleaning women are readily available and inexpensive by U. S. standards—60 cent per hour, plus bus fare, as a rule.



"He's our strikeout artist!"

English houses and apartments are rented under somewhat elaborate and formal leases. The Naval Support Activity Legal Office can provide a standard lease which is acceptable to most English landlords.

Before signing any lease other than that provided by the Navy you should, for your own protection, have it reviewed by the Naval Support Activity Legal Officer. It could save you a great deal of trouble and money.

The insertion of a "military clause" whereby a lease can be broken on 30 days' notice in the event of unexpected orders is essential. Otherwise you may find yourself paying on a lease long after you have departed London.

Deposits up to $100 against damage and an inventory before occupying and after leaving a property are normal. Inventory costs generally run about $14 and are a necessary precaution.

ELECTRICITY

In London where a damp climate, poor household wiring, and high voltage are a dangerous combination, families should not undertake electrical repairs, but leave such work to a British repairman.

United Kingdom voltage has a standard 50-cycle current and varies according to the neighborhood from 200 to 240 volts (U. S. standard is 60-cycle, 110 volts). When using American-made appliances a step-down transformer is necessary, preferably one with a variable voltage primary winding graduated in 10-volt increments, i.e., 200, 210, 220, 230, and 240.

The voltage for your house or flat will be indicated on your electric meter. Transformers suitable for your appliances may be purchased from local dealers, the Navy Exchange or from departing personnel who usually advertise on the bulletin board in the Headquarters building.

The landlord's estimate of heating costs is usually low for anyone accustomed to central heating, and since gas and electric bills arrive quarterly, be sure to have the meter read before you move in, or you may end up paying for the last tenant. Electricity and gas are expensive; coal and coke more moderate. You will probably need a combination of all three to be comfortable. Kerosene is the least expensive but constitutes a fire hazard.

WHAT TO BRING WITH YOU

Unfurnished flats and houses are difficult to find and as a rule rent for much the same price as furnished accommodations. Children's cribs, extra-length beds, an occasional bureau for additional drawer space and special items of furniture can be used to advantage. Closet space is scarce and wardrobes are useful items.

Although flats are often rented with linen, towels and tablecloths, families might prefer to bring their own.

Flats and houses generally have sufficient quantities of china, glass and cutlery to accommodate the normal family, but for entertainment purposes you may want to bring your "good" china. Also, European glassware and stainless steel or silver cutlery are of good craftsmanship and you may prefer to purchase some here.

Clothes Dryer and Washer—Dryers, semi-automatic and wringer type washing machines work much the same as in the U. S. Automatic washing machines present a number of problems because of the differences in plumbing lines and fixtures.

The majority of water pipes are of lead, and the faucet attachments vary greatly in size. Water pressures vary, depending on the section of London in which you live and on the type of hot water supply you have.

Some families use their automatic washers as semi-automatics by filling the tub by hand. Automatics can be made to work, but they usually entail extensive plumbing.

Refrigerator—It is suggested that you bring one or plan to buy one at

the Navy Exchange. British refrigerators are extremely small and do not provide the space normally required by an American family. It is not recommended that you bring a deep freeze. You probably will not need it nor will you have sufficient room to locate it. English kitchens are generally very small. Do not bring an electric stove with you. It will not work on British current.

TV and clocks—Do not bring them with you. They will not work on British current.

Radio and phonograph—Suggest you bring these items as they can be adapted to work satisfactorily. However, the United Kingdom requires that an operator obtain a license to use TV and radio. About $12 per year for TV and $2.80 for radios. Car radios must have a separate license.

Miscellaneous appliances such as mixers, toasters and coffee makers can be adjusted for use on British current.

It is recommended that you bring a vacuum cleaner, as many flats and houses do not provide them.

Electric heaters—Are usually desirable to supplement the heating systems, or fireplaces, provided in English flats and houses. You may expect room temperatures to be 10 to 15 degrees less than what you are used to, as English people are quite happy with room temperatures at 60 to 65 degrees. Often it is possible to obtain heaters from departing personnel and both kerosene and electric space heaters are available through the Navy Exchange.

PETS

It is recommended that you do not bring pets. It involves a lengthy, complicated, and expensive process and all costs and arrangements must be assumed by you. Arrangements will take several weeks and shipping costs are approximately $50 per animal. For planning, the average cost of kennels per week is $5.00 minimum.

AUTOMOBILES

No restrictions are imposed on the importation of privately owned vehicles which are in good mechanical order and safe operational condition. Since shipment and delivery require weeks, there is ample time to comply with regulations after reporting to the area.

Only one car may be imported duty free. A certificate must be executed which binds the owner to export the car at a later date, but sale to other U. S. military or civilian personnel is permissible.

The Supply Officer will advise you by letter when your car has arrived. Should your car arrive on the same ship you are traveling on, it may be picked up at Southampton about two days after docking. Most naval personnel have found that membership in one of the automobile clubs of England such as the Automobile Association (AA) or the Royal Automobile Club (RAC) is of great help in clearing their car through customs and doing other necessary paperwork.

You may park in front of your residence in most streets; however, on some streets parking lights must be left on during the night. If necessary garage space can be found for $12 to $14 per month.

Military personnel may drive in the United Kingdom on a valid U. S. license. Dependents are authorized this privilege for a period of one year, after which they must obtain a British driver's license.

The British government allows U. S. military personnel to purchase tax free gasoline for traveling to and from work. Rationed gasoline is 21 cents per imperial gallon and can be bought only at U. S. military operated stations. Gasoline purchased on the British market is about three times this price.

British and other foreign cars may

NOW HERE'S THIS

McMurdo's Radiation Specialist

Everybody at McMurdo Sound will agree that the nuclear power plant which was installed there in 1960 was a step in the right direction. Chief Hospital Corpsman Elmer B. Custead, however, will also tell you that a nuclear power plant is not something you just take for granted.

The chief is the radiation specialist who monitors the power plant for the Environmental Radiation Surveillance Laboratory at McMurdo. He took over the lab's operation from the Public Health Service in October 1963.

Chief Custead's job is to measure the air and surface around the Navy's largest scientific base in Antarctica for radioactive materials generated by the nuclear power plant.

Every morning, the chief makes the trip from his laboratory to Observation Hill and collects the three air filters around the nuclear power plant.

The filter farthest from the chief's lab is a mile away. This makes a robust trek, especially when the temperature has dropped to minus 50 degrees Fahrenheit and the wind is blowing at 80 miles per hour.

Back in the lab where he spends from 10 to 12 hours a day, the chief cuts sections from each of the three filters he has collected, calibrates the machines which measure alpha, beta and gamma particles and subjects the filters to the machine's scrutiny.

Besides keeping tabs on the amount of radiation in the air, Chief Custead also runs a similar count on old and new snow in the McMurdo area. He also checks the station drinking water and, when possible, takes water and algae samples from surrounding ponds. Another of the chief's duties—a little farther afield—is to check the nuclear-powered weather station in Antarctica for radiation leaks.

The chief manages to keep busy during his off hours. Since he arrived in Antarctica he has explored the great ice crevasses of nearby glaciers. When he can, he walks the mile and a half to New Zealand's Scott Base to visit McMurdo's neighbors. He also reads an average of one book a week.

So far, the chief, with his battery of dials, gauges, machinery and handbooks, has never detected a radiation count above the normally acceptable limits.

To ensure that the nuclear power plant continues to behave itself, the chief (and his successors) will continue checking, noting and tabulating the results of their tests and sending the data they collect back to Washington for further evaluation.

—William J. Earls, JO3, USN

be purchased from local dealers with delivery taking from several weeks to several months. Such purchases are tax free but the car must be exported or sold to another entitled person at the end of your tour. U. S. cars may be purchased at a slight discount and free of federal tax from local representatives. Delivery time is usually one month.

AUTOMOBILE INSURANCE

Automobile insurance is mandatory. U. S. insurance companies do not generally write policies for Britain and British companies are usually used.

Rates vary according to make, model and year, and full coverage including $75 deductible for a late model, medium-priced American car is about $200. A proportionate rebate is given if no accidents occur during the year of coverage.

However, some U. S. insurance companies have been authorized by the British Government to provide coverage in the United Kingdom and it is suggested that if you now have coverage you should inquire whether your insurance company can arrange with its underwriters to provide coverage for you.

The Legal Officer is available for insurance advice. A representative of the Automobile Association (AA) is available one day per week in the headquarters building to assist personnel in obtaining car registration, licenses, and British insurance coverage. British road tax, about $42.00 per year, must be paid upon arrival.

FIREARMS

It is strongly suggested that firearms not be imported, but if they are, they must be declared at customs. Permits must be obtained both from the command and from the local police.

Hunting laws are very different from those in the U. S. and no person should attempt to go hunting without first thoroughly familiarizing himself with British hunting regulations.

MEDICAL AND DENTAL FACILITIES

Dependents of service personnel stationed in London may obtain medical care at the NAVSUPPACT dispensary. This is an outpatient facility, but a medical officer is on call 24 hours a day.

During normal working hours routine medical care is provided on an appointment basis for dependents. After normal working hours, only emergency medical care can be provided.

House calls are not authorized except in the most unusual circumstances and then at the discretion of the Medical Officer or the duty medical officer of the day. Some dependents prefer to obtain the services of a private British physician who will also make home calls. This is at your expense.

Hospital care and consultation facilities are available at the USAF Hospitals at South Ruislip and Lakenheath. Arrangements will be made by the dispensary medical staff when referral to these hospitals is necessary. Details of the clinic appointment schedule and medical department policies are available at the dispensary.

All dependents who anticipate travel to the United Kingdom should arrange to obtain an International Certificate of Vaccination (PHS 731) before leaving the U. S. and should determine current regulations concerning necessary immunizations in advance of travel. Such information and the PHS 731 may be obtained from any United States military medical facility.

The Dental Department provides routine dental treatment to dependents of military personnel. The dental staff is small, and active duty military personnel have priority. Dependents, therefore, should have all needed dental work done before departing the U. S. Navy dental activities are not authorized to provide orthodontic care; however, this type of treatment is available from highly qualified civilian dentists at own expense.

"Miller learned a few things about seamanship when we visited Bombay!"

NAVY EXCHANGE AND COMMISSARY

The Navy Exchange is available to members of the Armed Forces, U. S. civilian employees, and dependents and other persons authorized by the Defense Department. Entry to the exchange is by I.D. card or ration card.

Ration cards (necessary when purchasing tobacco products, watches, clocks, cameras, and spirits) may be obtained in the Headquarters building, and are issued to all U. S. military and their dependents over 18 years old.

The Navy Exchange stocks a well balanced line of personal needs, household supplies, gifts, wines, spirits and sundry items desired by Americans overseas. A special order division is maintained to enable patrons to make such purchases as major household appliances they may need.

The commissary store, located adjacent to the Navy Exchange, offers a complete line of grocery items.

CHURCHES

London abounds with many old, interesting and historic churches. There are approximately 860 Anglican churches, 500 churches of other Protestant denominations, 188 Roman Catholic churches and 100 synagogues in and around the London area.

The Navy London chaplain provides Sunday School and conducts Divine Worship services for Protestant personnel and their dependents in the Navy chapel.

The chaplain's office, on the ground floor of the Headquarters building, will be pleased to give information or assistance to personnel who are seeking churches near their residence.

EDUCATION AND WELFARE

The General Military Training Office assists personnel with regard to adult education, including USAFI courses, University of Maryland extension courses and enrollment procedures for admission to the University of London and the many varied and valuable evening courses conducted by the London County Council Education Department, for which they may be eligible.

There is a U. S. Navy library in the Headquarters building and a USIS library at the American Embassy. Information concerning the

London Auxiliary of the Navy Relief Society and other welfare facilities is available in the chaplain's office.

SCHOOLS

Dependent schools are operated by the U. S. Air Force. Other categories of schooling available are British Council Schools (no tuition fee charged) and British private schools, which charge a tuition fee.

Your children may attend a British private school at government expense only if it is determined that a U. S. service school is not locally available or for some other valid reason, such as children requiring special training, i. e., retarded children. The maximum amount payable is subject to a limitation set annually by the Bureau of Naval Personnel.

Schooling in England is compulsory from the age of five years. If you have a child of this age he would automatically go to a British school, regardless of where you live, as the dependent schools do not take children of this age.

TRANSPORTATION

Public transportation in London is inexpensive and excellent. Buses are quite frequent and available to almost any point in the city until midnight.

The London underground system is one of the best in the world. Taxis are available on a 24-hour basis at rates comparable to those in any major U. S. city. Train service from London to other points in the United Kingdom is also frequent and inexpensive.

RECREATION

There are unlimited opportunities for recreation in London and the surrounding area. You may attend on any evening a variety of stage performances, cinemas, or concerts. Sight-seeing trips on your own or conducted tours are always enjoyable for London abounds with museums, art galleries, and historic buildings. Theater and concert bookings and tours may be arranged through the Special Services branch.

Sport facilities include squash courts, swimming pools, tennis courts, ice rinks, golf courses and bowling alleys.

The Special Services branch also supports organized athletic teams. Dances and other special functions are held periodically. The American Embassy, adjacent to the Headquarters building, operates a cafeteria and dining room which serves luncheon and dinner each weekday.

The Columbia Housing annex serves breakfast, luncheon and dinner daily. Limited overnight and weekly accommodations are available for officers and their dependents.

Similar service accommodations are available for enlisted personnel at the Douglas Housing annex.

Check on This Latest List of New Correspondence Courses

Five enlisted correspondence courses have been issued and are available through the Naval Correspondence Course Center, Scotia, N. Y. Of the five, two are new while the others are revised courses. The five are:

- ECC Aviation Antisubmarine Warfare Technician 3 & 2 (Confidential), NavPers 91577, supersedes NavPers 91263 (10 assignments).
- ECC Photographic Intelligenceman 1 & C (Confidential), NavPers 91683 (10 assignments).
- ECC Communications Technician T. R. I. 3 & 2 (Confidential), NavPers 91567-1, supersedes NavPers 91559, NavPers 91567 and NavPers 91572 (nine assignments).
- ECC Torpedoman's Mate 1 & C (Confidential), NavPers 91299-1, supersedes NavPers 91298-A and NavPers 91299 (four assignments).
- ECC Gunners Mate "G" 3 & 2, NavPers 91355-2 (six assignments).

The officer correspondence course Supply Ashore, NavPers 10983-A6, has been discontinued.

Medical Courses

Officers and enlisted men of the medical department are eligible to order three new correspondence courses. The courses are:

- *Urinalysis, Gastrointestinal Contents and Endocrinology* (NavPers 10506).
- *Pathologic Anatomy Technique* (NavPers 10505).
- *Bacteriology and Mycology* (NavPers 10504).

Applications should be submitted on form NavPers 992, changing the "to" line appropriately, and forwarded via official channels to the Commanding Officer, U. S. Naval Medical School, National Naval Medical Center, Bethesda, Md. 20014.

QUIZ AWEIGH

Here ore o few of the mony men who hove left on indelible mork an the U. S. Navy. Their staries ore well known ta olmast everyane wha wears the unifarm. But how's your memary for foces?

1. Althaugh this afficer was more fomaus os o schalor thon o quorter-deck type, his writings an the impartance af seo pawer as o decisive foctar in worfore ond diplomocy succeeded in changing the Navy. He is _____.

2. Shawn here an vulture's raw af o World War II oircraft corrier is the mon who commonded *Harnet* during the Daalittle strikes on the Japanese hameland. Prabably best known for his decisian ta "Turn an the lights" during the Bottle af the Philippine Sea, he is _____.

3. One af the mast fomaus af U. S. admirals, this man pursued an omozing career fram the War af 1812 thraugh the Civil War. He is _____.

4. The Novy's first greot oceonographer, this afficer earned the title "Pathfinder af the Seas" far his wark with maps and charts during the mid-1800s. Whot wos his nome?

5. Fleet Admiral _____ served as chief af staff under twa presidents, wos once appainted as Gavernor of Puerta Rica, and was sent ta Fronce os ombossodar.

Answers ta Quiz Aweigh may be faund on page 64.

LETTERS TO THE EDITOR

What Color Is Blue?

SIR: I would like to know why it's impossible to buy a set of dress blues that match. I guess it's too much to ask to have them match perfectly; I would be happy with a set that nearly matches.

Some people I have asked about this say the blues don't match because part of the uniform is new and the other part has been worn. This, of course, makes sense but I recently bought two new dress blue jumpers and one pair of blue trousers and neither of the jumpers matches any of the six pairs of blue trousers I own—either new or old.

These new jumpers are a peculiar shade of light blue that I haven't seen before. When I compared them to my other uniforms, I was ashamed to wear them.—E. D. S., DKI, USN.

• *It is highly improbable that you, or any other sailor, will ever get a jumper and a pair of pants that match perfectly. This is because the government purchases uniform material from a number of producers. Each makes his cloth to certain specifications, and a small color tolerance is permissible.*

To be sure of a perfect match between a jumper and a pair of trousers, both would have to be cut side by side from the same bolt of cloth. This, obviously, is not practicable.

Since the average sailor wears out three pairs of trousers to one jumper and the trousers are worn with both dress and undress jumpers, jumpers and trousers are sold as separate items.

If the uniform were sold as a unit, a matching color would probably be assured, but so many other problems would arise they would eclipse the benefits achieved.

You mentioned that your two new jumpers were a peculiar shade of blue. It sounds as though you may have grounds for complaint on this point. If the jumpers are so off-color as to be termed peculiar, you should report the matter officially to your commanding officer.

Your CO will make an official report to the Navy Clothing and Textile Office at Philadelphia. When you make your report, be sure you give your commanding officer the contract numbers.—ED.

Humanitarian Temporary Duty

SIR: I'm involved in a situation here and no one seems to know the answer. Currently I'm on humanitarian temporary duty. When I received my orders from my ship in San Diego, it was explained to me that I was not entitled to any travel time, travel pay, per diem or dislocation allowance.

But what about my next assignment to my new permanent duty station? Will I be reimbursed for my travel expenses from this point to my next permanent duty station? And will my family be entitled to move at government expense when they travel with me to my next permanent station?—M. A. P., Jr., SK2, USN.

• *Yes on both counts. As you already know, you were not entitled to transportation of dependents and household effects at government expense as a result of temporary duty humanitarian assignment. Nor were you entitled to a dislocation allowance.*

But when you are assigned a new permanent duty station, your right to transportation of dependents, household effects and a dislocation allowance will depend on your orders.

This means that wherever your dependents and household goods are located when you receive your orders, the government will pay for their transportation to your new duty station. However, the cost cannot exceed the cost of that from your old permanent station to your new one.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

QUEEN ELIZABETH Shafer poses with husband Kenneth, EA2, after she was crowned Seabee Queen at 23rd Annual Davisville Seabee Ball.

Fuel Bag for a Gas Bag

SIR: While swapping sea stories with my fellow bo's'n's mates, I recounted an experience on USS *Allagash* (AO 97) at Newport, R. I., when we were the first Navy tanker to fuel a blimp at sea. It happened some time in 1956 or 1957.

We sent up only one 55-gallon bag of fuel before we called off the operation, but nevertheless we did transfer fuel.

Meanwhile, back at the bo's'n's locker, I had a hard time getting my mates to listen to me, let alone believe me. How about confirming my story for their benefit—V. J. B., BM3, USN.

• *You ask us to do the impossible. We could never confirm that anyone was ever first to do anything. Rather, we are more of the opinion—as any reader who follows this column might be—that nothing was ever done first by anyone. How's that?*

As a for-instance—which we usually find easy to provide in rebutting a first or "most" claim—we discovered that blimps had taken on fuel from ships at sea on at least a few occasions before the one you mentioned. On one of these occasions, we note casually, the ship involved was a Navy tanker. Graphic evidence of this appears on the front cover of Naval Aviation News, *October 1951 and an article in* ALL HANDS *that same month. The photo shows the airship ZL-4 refueling at sea from* USS Pawcatuck *(AO 108).*

We also know of at least three earlier instances of this operation. One occurred when the rigid airship Los Angeles *took on fuel from* USS Saratoga *(CV 3) during a landing on board on 27 Jan 1928; another during tests of refueling from carriers at sea run by Blimp Squadron 31 and* USS Altamaha *(CVE 18) in February 1944; and yet another—as reported in the July 1951 issue of* ALL HANDS*—when* USS *Mindoro (CVE 120) repeated the (by then) routine act.*

What interested us most about your statement, however, was the bit about the 55-gallon bag. Sure, we know about the rubber sealed bin containers, and we recognize that it would be feasible to winch one up to a blimp, but what in tarnation did the blimp crew do with it after hauling it aboard? After all, a 55-gallon sealed bin container filled with the fluid weighs about 500 lbs.

We were so puzzled that we queried our friends in the Equipment and Materials Research Division and Logistics Engineering Branch of the Bureau of Supplies and Accounts. They too were puzzled, and without explanation, and agreed that the most likely way a blimp would be refueled would be by hose connection.

So we ask you, or anyone else: What did that gas bag do with that fuel bag?

Incidentally, while we were talking to the Busanda rep about fuel bags, he reported that a 13,200-gallon, sausage-shaped towable flexible fuel container might, in the future, be adopted for use by the amphibious forces.

One such container, about 100 feet long and five feet in diameter, was tested during maneuvers near Norfolk last year. It was towed by an M boat, and used to refuel a Marine fuel farm ashore.

We were reminded too of the 50,000-gallon fuel bag which the Navy sank in the Gulf of Mexico in 1960. This operation was a test of submersible fuel caches, and was successful over a five-month evaluation period.

The specially constructed rubber bag was held in place with an underwater steel framework and piling construction, with the bag suspended in the cradle by nylon webbing.

There might be a great future for gas bags in the Navy.—ED.

TWO SHIP CREW—*USS Earle B. Hall* (APD 107) is tied alongside *USS Kirwin* (APD 90) at Orange, Texas, as crew ready *Kirwin* to replace seaworn *Hall*.

Ship's Seal

SIR: Recently I was asked to obtain a Ships Seal for the legal officer of this command. Now the personnel office has one. As a matter of interest I wondered how many ships seals a command is allowed, or if there were any restrictions.

I asked numerous sources and checked many publications but I was unable to come up with an answer. I've read something on this somewhere but I can't recall where. Quite possibly I overlooked it. Can you help me on this?—R. E. M., YN3, USN.

• *Before we tackle the subject of ships seals, we would like to pass on a little information concerning the official Navy Department Seal. This is in the custody of the Judge Advocate General who, if you'll pardon the pun, uses it judiciously. Nobody else, not even the Chief of Naval Operations, is in possession of the official Department of the Navy Seal.*

Now, there are seals other than the departmental seal within the Navy. So far as we know, each commissioned outfit has one. These seals are issued through normal supply channels.

According to the Judge Advocate General's office, there should be only one ships seal in use at one time. That seal should be in the possession of the commanding officer or a person he designates. There should be no occasion for several seals to be in the possession of and used by several people.—ED.

Use Your Head to Solve Problem

SIR: Does an enlisted man remove his white hat when he is in a public building, such as a hotel lobby?—K. H., QM1, USN.

• *Technically, it depends. Practically, sometimes. Usually, a definite maybe.*

The question of where and where not to wear a white hat comes up from time to time. To this particular query: Since the hat is a part of the naval uniform, it is appropriate for it to be

EX-LIGHT cruiser *USS Atlanta* (now IX 304) was refitted for Operation Sailor Hat in Pacific. Array of radar and recording devices was installed to measure blast resistance. Crew stayed aboard for two of three planned blasts.

worn in elevators, hotel lobbies and other public places.

However. If an enlisted man is in company with civilians or other military men who for sufficient reason have removed their hats, it would be appropriate for him to remove his. For instance, if you were planning to pass through a lobby and into a restaurant you might check your hat at the entrance to the hotel.

Most questions concerning white hats may be solved, however, simply by using your head.—ED.

Learn Something New Every Day

SIR: I want to call your attention to a statement that appeared in your April issue in the story about USS *Markab's* slot car race track.

Markab has been many things; a merchant ship, an AKA, an AD and an AR, but we never knew we were an AS until reading your article. Thanks for the information.—A. W. T., JOSN, USN.

• *Thank you for setting us straight. A check of our source materials shows that you are correct.* Markab *is indeed an AR, although she has served creditably as a Maritime Commission cargo ship, an attack cargo ship and a destroyer tender.*

You are also to be commended on your astute reading ability, since the April issue you mention was still on the presses in Philadelphia when you wrote, and you were in San Francisco. Would-be nit pickers may find the statement in question on page 41 of their March issue.—ED.

Tennessee and the Better Life

SIR: In your March 1965 issue USS *Markab* (AR 23) was reported as receiving a cake for having a slot car racing track aboard ship, slot cars being small electrically motored models. So give them a cupcake, to be sure, but get ready a chocolate-frosted, five deck-

HANDSHAKE—Commander Jack H. Harris was returned to *USS Coral Sea* (CVA 43) by rescue forces after his plane was hit over North Vietnam.

er job for the shade of the old battlewagon *Tennessee* (BB 43). Back in the Old Navy. . . .

When we were readying *Tennessee* to join the Fleet in 1920-21 the wardroom officers made a number of decisions concerning how best to equip their quarters for comfort and diversion. One decision led to the purchase and installation in the wardroom mess space of a hand-and-foot operated piano player complete with a large library of music rolls. You see, in those days widespread radio broadcasting had just not happened yet.

The pianola is not, however, the reason for my pastry nomination. That rests upon another decision made by the mess.

There was, besides the principal mess space, a smaller compartment fitted as a sort of auxiliary wardroom or lounge. This smaller space seemed to call for something to fill it, and we decided the something should be—reef your mainsail—a pool table.

Now an ordinary pool table is carefully leveled, of course, so you can imagine a pool table aboard a rolling, pitching ship. Anyway, we bought and installed a standard table. The long dimension was placed fore and aft and the legs were mounted on screw jacks. Gyro stabilizing, power-operated, might have been a wonderful way to keep the pool table stable, but we decided the Navy might frown upon the liberation of the necessary items.

Even so, it didn't work out badly, and while we remained in the Brooklyn Navy Yard a carpenter's level showed that our pool table could almost meet tournament specifications. We derived considerable pleasure from it.

Our chaplain, however, found it a mixed blessing on at least one occasion. He was visiting in the yard and told a salty old commander *Tennessee* sported a pool table. The commander thought he was having his leg pulled, by a chaplain no less. The chaplain right then had a short but emphatic course on some very salty phraseology.

When we finally put to sea we were pleasantly surprised to find a great deal of the time our battle-wagon was steady enough to permit a reasonable game of pool, both at anchor and while underway. And when the weather was really rough, and pool was impossible, we still had a small diversion left. We simply closed all the pockets except one, lined up the balls across the table, and guessed which one would roll into the pocket first.—L. Wainwright, CAPT., USN (Ret.).

• *Fine yarn, Cap'n. It's always interesting to hear stories and learn something new—and in this case, unusual—from the battlewagon corps.*—ED.

READY FOR SEA—*USS Galveston* (CLG 3) steams from harbor for sea trials after overhaul at Long Beach shipyard.

Where Is Half-Mast?

SIR: There seems to be some confusion in regulations concerning the display of the national ensign at half-mast. We would appreciate ALL HANDS' comments.

An amendment to Public Law 623 states that the term half-staff means lowering the flag to one-half the distance between the top and the bottom of the staff.

DNC 27, Article 115.1, and *Navy Regulations,* article 2168.1 both state: "In half-masting the national ensign it shall, if not previously hoisted, first be hoisted to the truck or peak then lowered to half-mast. . . ."

The *Landing Party Manual,* Article 3-21, defines half-mast as: " . . . the middle point of its hoist opposite the middle point of the mast . . . The middle point of a mast with a yardarm is midway between the truck of the mast and the yardarm."

It also states: "Technically, an ensign at any position other than at the truck of the mast is half-masted."

This seems to me to be going a bit far. I have discussed the subject with several officers and chiefs, each with many years of service, and have found only one who agrees with the *LPM.* Can you shed any light?—W. M. T., SMCA, USN.

• *"Navy Regulations" is the authority in half-masting the national ensign. Chapter 21, Sections eight and nine, contain information on the subject which is restated and amplified by DNC 27 and the "Landing Party Manual."*

When there is a conflict between DNC 27 and the "Landing Party Manual," DNC 27 takes precedence.

In this case, DNC 27 is somewhat ambiguous and it is now undergoing a revision which will correct the ambiguity. The new edition of DNC 27 will state:

"For an unguyed, single piece flagstaff, the half-staff position is the point where the top of the hoist portion of the flag is halfway between the peak and the foot of the flagstaff.

"For a guyed flagstaff or a flagstaff with a crosstree or crossarm, the half-staff position is the point where the top of the hoist portion of the flag is halfway between the peak of the flagstaff and point of attachment of the guy cables or the position of the crosstree or crossarm."—ED.

Both Are Right

SIR: According to your many Seavey/Shorvey articles, a man's transfer date (once he's on Seavey) depends upon his active duty base date and the availability of a billet in the area of choice.

My active duty base date is June 1949 I was on the last Seavey and expected shore duty about in the middle of the segment (July, August or September 1965). My choice of duty was instructor in areas where there are quite a few billets for my rate. This should have helped me move up even further on the Seavey.

Instead, the monthly PAMI sheet indicated I would be moved ashore in January 1966, the last month of the Seavey.

I checked with BuPers assignment section and they informed me they could not transfer me earlier because EPDOLANT would not release me until January 1966. EPDO said I would not be released for shore duty until the last month of the segment because everyone else was ahead of me.

Furthermore, EPDO told me the active duty base date had very little to do with Seavey. They base their release dates on sea duty time.

Who's right, BuPers or EPDOLANT? Do they have two different instructions to follow? It seems to me EPDOLANT has the say as to when a person will be transferred and they go by time at sea, not active duty base date.—A. H. T., ATC, USN.

• *Difficult question, since neither of your sources is wrong.*

In trying to maintain stability within Fleet aviation activities, a program has been developed whereby group IX ratings are assigned, upon becoming eligible for Seavey, an Estimated Month of Loss (EML). The EML in your case is January 1966.

The entire point is to give you enough time at sea to get something done. Three years in your case. If some sort of stopper were not put on ratings which have long shore and short sea tours, the turnover might make it rough for the Fleet.

In other words—your transfer ashore is, as we said, based on active duty base date plus choice of duty, unless such criteria would cause your transfer to come before your EML.

In your case, approximately three years' sea duty will occur in January of 1966, and at that time transfer will depend upon your active duty base date and duty preferences.—ED.

FOUR STAR FORUM

Suppose You Were CNO for Sixty Minutes

Do you have a pet project that you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.

Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.

What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?

With the blessings of the Chief of Naval Personnel, CNO and SecNav, ALL HANDS *is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?*

The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D. C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters.

This is a golden opportunity to provide a forum for your ideas.

The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy.

Pay Records

SIR: I would like to know if there is a regulation which states that all money due a person must be drawn off the books at the end of the calendar year because these items can't be carried over to a new pay record.—F. C. F., DC1, USN.

• *The regulations don't say this* must *be done but they do say that, if possible, all members* will *be paid in full on 30 June and 31 December so that unpaid amounts will not be carried forward to the new Military Pay Record. It's simply a matter of neat accounting.*—ED.

Tecumseh at the Academy

SIR: I hate to question the logic of the midshipmen at Annapolis but . . .

According to my encyclopedia, Tecumseh was not exactly a boon to the Union. In fact, as a Shawnee chief he

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• USS *Bunker Hill* (CV 17)—A reunion is being planned, with time and place to be designated by mutual consent. Write to Edward O. Bedsole, P. O. Box 1323, Mobile, Ala.

• USS *Concord* (CL 10)—A reunion is being planned for the midwest area this summer. Contact W. J. Watts, BMC, USN, U. S. Navy Recruiting Station, Federal Building, Room 315, Dubuque, Iowa.

• USS *Cony* (DD 508)—A reunion is scheduled for 3-4 July. Write to Anthony M. Mollica, 52 Edgewood Drive, Poughkeepsie, N. Y.

• USS *Gleaves* (DD 423)—The 12th annual reunion is set for 23-24 July. Contact Roland Bedwell, 43-21 Union St., Flushing, N. Y.

• USS *Peiffer* (DE 588)—The eighth annual reunion is scheduled for 23-25 July. Contact Captain T. N. MacIntyre, 102 Ivy St., Oyster Bay, Long Island, N. Y.

• USS *Washington* (BB 56)—The seventh reunion is scheduled for July. Write to Harry Midkiff, 483—12th St., Brooklyn 15, N. Y.

• *96th Seabees*—The fourth annual reunion in Galveston, Texas, 13-15 August. Contact Gus K. Solarski, 602 Piney Point Rd., Houston, Texas.

• *V-5, V-12, Idaho State University*—Those enrolled in the program, then at the University of Idaho, Southern Branch, from 1943 through 1945 are invited to a reunion 18-20 June. For details, write to William J. Ryan, Alumni Association, Campus Box 40, Pocatello, Idaho.

tried to organize the Indian tribes into a confederacy to protect them from the encroachment of white settlers. Unfortunately—for him—his partner Tenskwatawa (The Prophet) was defeated at the Battle of Tippecanoe and the entire organization fell to pieces.

Later, Tecumseh joined the British in the War of 1812 and was commissioned a brigadier general in His Majesty's Army. He subsequently directed many skirmishes and took an active part in the siege of Fort Meigs. Finally, on 5 Oct 1813 he was killed in action while fighting Harrison on the Thames River.

Why in the name of the Great Sea *God is Tecumseh a hero at the Naval* Academy?—R. P., DMC, USN.

• *Good question, particularly when you consider Tecumseh really isn't Tecumseh after all.*

During the years 1874 to 1876, a number of figureheads from old men-of-war were brought to the Naval Academy for their historical and artistic value. Most of the wooden sculpture was placed indoors for decorative purposes, but the figurehead from USS Delaware *was mounted on a stand and set outside.*

The figurehead did not represent Tecumseh, but a chief of the Delaware Indians, Tamanend.

During the years which followed the middies passed under the sphinx-like stare of the wooden face when they marched to and from classes. They were soon calling it Tecumseh (no one knows why—easier to pronounce, perhaps?) and christened it the "God of the 2.5". It wasn't long before plebes were required to salute it, and nobody, but nobody, failed to toss a penny in that direction when en route to an examination or the Army-Navy game.

By the late 1920's the original "Tecumseh" was showing the cumulative effect of wind and weather, so the class of 1891 provided funds for the replica which stands at Bancroft Hall today.

No one will say exactly why the students renamed the figurehead—but our encyclopedia included something yours evidently failed to mention. Tecumseh was noted for clemency toward prisoners and his noble fighting qualities.—ED.

(Note: Your views on the Shawnee chief are evidently not shared by those who are responsible for naming Navy ships. SSBN 628, recently launched, was christened Tecumseh—and as everyone knows, FBM subs are named for distinguished Americans.—ED.)

Good Work Can Be a Family Affair

SIR: Here at CINCPACFLT headquarters in Hawaii we've been wondering just how often a member of one of the services receives an award ordinarily peculiar to another service—and it's presented by an officer of still a third service.

Such was the case here when Major Lester W. Hall, USAF, a CINCPACFLT staff officer, was awarded the Army Commendation Medal. The medal was presented by Rear Admiral Luther Heinz, a deputy CinCPac chief of staff.

We don't say it's a "first." Similar presentations have been made at this unified command a number of times over the years—D. K., JOC, USN.

• *We've no idea how often it happens, Chief, but we've got a feeling you're about to find out.*—ED.

DECORATIONS & CITATIONS

DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United Stotes in a duty of great responsibility . . ."

★ CORRADI, PETER, Rear Admiral, CEC, USN, as Chief, Bureau of Yards and Docks, and Chief of Civil Engineers of the Navy, from February 1962 to March 1965. He was instrumental in attaining increased responsiveness in the construction of modern facilities required in direct support of Navy weapons systems. As designated Single Executive for Facilities Maintenance and Utilities Operations for the Naval Shore Establishment, RADM Corradi made great strides in improved management. His leadership within the Navy's facilities organization, his direction of the construction program in Southeast Asia, and his relationship with the construction industry and the civilian community are of the highest caliber.

★ GRIFFIN, CHARLES D., Admiral, USN, as Deputy Chief of Naval Operations (Fleet Operations and Readiness) from December 1961 to June 1963. The readiness and proper deployment of U. S. Navy forces during the Cuban quarantine were a major concern of ADM (then VADM) Griffin. His perception and understanding, both of possible measures available to our forces and of the likely response to be expected of our adversaries, enabled him to discharge his responsibilities during this crisis with great skill. Under his leadership, the concept of specially trained counterinsurgency teams was developed, and the first Sea Air Land (SEAL) teams were established. He also helped introduce into the Fleet such important contributions as the Automatic Air Intercept Control Computer, Drone Antisubmarine Helicopter (*Dash*) weapon system, P3A *Orion* patrol plane and Fleet Computer Programing Centers.

★ SCHOECH, WILLIAM A., Vice Admiral, USN, as Commander Seventh Fleet from October 1961 to November 1962. VADM Schoech's dedicated approach to the complex problems associated with the maintenance of the Seventh Fleet as an instrument of national policy was responsible for the ready response of his forces to the many emergencies which arose in Southeast Asia and other Pacific areas. The heightened military action in Laos in May 1962 was one of the major crises to be faced by the Seventh Fleet under his command. The prompt response of U. S. forces to requests from the government of Thailand for assistance was made possible largely due to his foresight and determined action in insuring the readiness of his forces to meet any challenge, and prevented a potentially explosive situation from becoming uncontrollable. VADM Schoech's personal concern for the welfare of personnel involved in this operation led him to make repeated visits to the various groups which constituted the expeditionary unit. Further evidence of his interest in the well-being of his men is shown by his personal inspection of the Quemoy Island defenses. He exerted every effort to improve the close liaison and collaboration on problems of mutual interest to the members of the Southeast Asia Treaty Organization (SEATO).

LEGION OF MERIT

"For exceptionally meritorious conduct in the performonce of outstonding service to the government of the United Stotes . . ."

★ BLACK, JOSEPH D., Rear Admiral, USN, as Chief, Military Assistance Advisory Group, Norway, from August 1963 to January 1965. During this period, RADM Black performed varied and complex duties of great importance to the United States. Under his guidance, his staff effectively executed all aspects of the U. S. Military Assistance Program to the enhancement of the posture of the military forces of Norway and of the North Atlantic Treaty Organization. RADM Black contributed significantly to the attainment of U.S. military assistance objectives in Norway.

★ CRUMPACKER, JOHN W., Rear Admiral, SC, USN, as Chief of the Bureau of Supplies and Accounts and Paymaster General of the Navy from 24 May 1961 to 8 Jan 1965. The many and varied programs conceived, developed and implemented by RADM Crumpacker during this period have improved the responsiveness of the Navy Supply System to the needs of the operating forces. Among these programs were the automated materials handling systems, materials handling equipment, "Operation Light Pack," Navy subsistence and Methods Engineering program.

★ GALLOWAY, CALVIN B., Rear Admiral, MC, USN, as commanding officer of the National Naval Medical Center from 31 Jul 1963 to 31 Jan 1965. RADM Galloway distinguished himself and brought credit to the Navy by the conception, initiation and pursuit of management procedures which resulted in the awarding of a Presidential Citation to the Naval Medical Center for significant economy and efficiency. Through a cost reduction program which resulted in savings of $361,925 in five Department of Defense cost areas during 1964, he created funding for expanded and improved living, welfare and recreational facilities for personnel, and provided expanded and improved patient care facilities.

Gold Star in lieu of Second Award

★ RIVERO, HORACIO, JR., Admiral, USN, as Commander Amphibious Force, U. S. Atlantic Fleet, from October 1962 to September 1963. During the Cuban crisis of October 1962, ADM (then VADM) Rivero assured the readiness of the Atlantic Fleet Amphibious Force to react swiftly and decisively at any time and place required. His strategic positioning of forces in the immediate areas of tension, while maintaining maximum readiness posture in other important areas of the Atlantic Command, contributed materially to the effectiveness of the powerful deterrent force which, because of its very existence, was never used.

BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ ASKLAND, JON A., Lieutenant, USNR, as a member of the U. S. Naval Advisory Group, U. S. Military Assistance Command, Vietnam, and as principal advisor to the commanding officers of seven LSIL/LSSL type ships of the Vietnamese Navy from 5 Aug 1963 to 30 Aug 1964. Participating in numerous patrols, many in the face of hostile gunfire, LT Askland displayed intelligent and dedicated leadership, winning the respect and admiration of the Vietnamese by his courage and determination under fire. The effectiveness of his performance of duty during this period is attested to by the high degree of combat readiness of the Vietnamese Navy's LSILs and LSSLs. The Combat Distinguishing Device is authorized.

The Personnelman: His Job

In an earlier issue of ALL HANDS, *during the course of a somewhat lengthy article on Seavey-Shorvey, there appeared the following statement:*

"Thanks to the capabilities of today's electronic computers and data processing machines, the Chief of Naval Personnel is able to keep the entire Fleet advised of the rotation status of each Navyman. For example, if you are not being considered for reassignment under Seavey, you may find out why simply by checking the Enlisted Distribution and Verification Report (NavPers 1080-14), which is sent to your command each month.

"It is possible, therefore, to check your status each month—right at your own command. You may correct any situation which might prevent your rotation, such as insufficient obligated service, or an error contained in your processing data."

This seemed to the staff and to the "cognizant" people who checked the article at the time to be a reasonable statement.

It didn't appear at all reasonable to T. A. M., PN2. With considerable heat he demanded to know why ALL HANDS *felt it incumbent to tell the Fleet his business and asked: "Why are so many tools of the trade exposed to every sailor in the Navy? Is there a lack of trust in the personnelman?"*

T. A. M.'s letter was passed around to a number of people for comment, and the general consensus was that they did not go along with him. When his letter was published, we used the analogy of the bank account, suggesting that he would become rightfully suspicious of any bank that suddenly stopped sending him a regular statement. The response from the Fleet, pro and con, was tremendous.

SIR: The letter by T. A. M., PN2, in February ALL HANDS (page 28) was a fine presentation of a very real problem with those of us out in the Fleet. As you suspect, there are a great many of us who feel exactly the way T. A. M. does . . . I would say about 99 per cent of us personnelmen.

Your reply astonishes me, particularly your reference to answers from the Fleet. I know what these answers will be, and I hope T. A. M. has a thick hide, as I can just hear certain soreheads sharpening their knives now—at your invitation. I can also see my best PN3 thinking some new thoughts about his possible (but not very probable after today) reenlistment this summer.

Let's face it, the average sailor doesn't understand computer-processed documents, nor can he find what he wants in the many pages of governmentese in the various manuals and directives. By the time one of the crew has spent a half hour or so going over this and that in my office, I can plan on spending another half hour clearing up his erroneous impressions.

It takes me several months to train a striker to the point where he can be trusted to read the 1080, IA cards and so forth and to interpret what he might need in *BuPers Manual* and the *Transfer Manual*. At this point I can let him handle the simple, routine stuff, because he has enough awareness of what he doesn't know so he'll refer the tricky cases to someone with more experience.

ALL HANDS seems to have a much better training system. Ten or 15 minutes of reading qualifies a Navyman to come down and check the 1080. Another few pages and he can check his rotation data card (after I show him what it looks like), and in less than a month he's qualified to come down, borrow the *Transfer Manual* and prepare his own request for transfer. I even had one man who became so well qualified he chewed me out royally because I got him removed from Seavey by some stupid mistake—his code on the 1080 changed from the magic 20 to 30!

Certainly, I know chowderheads wearing PN rating badges, and I have seen a lot of men miss out on good things because of them. I have also had miserable meals, once waited over four months for a periodic pay increase, have had several thousand gallons of water dumped in my office and have suffered other inconveniences — great and small — from mistakes from the other 60 odd ratings.

So, should I watch the cook measure the paprika, demand to check my pay account each month, terrorize my friend the Oil King constantly, and generally watch out so nobody ever does anything wrong which might affect me? Pretty soon I may be doing their jobs, as they'll all be here in the personnel office doing mine.

I suggest that ALL HANDS should go back to publishing the things the men really want and need, such as the ever-popular listings of where the various billets are. Beyond this, let well enough alone—those little snowballs you start up there at the top are a lot bigger when they get down here.—T. W. B., PNCA, USN

SIR: I am shocked that a personnelman could complain about the information published in ALL HANDS.

I would like to go on record as saying that ALL HANDS may continue publishing as much info as they deem fit about my job. I don't doubt that T. A. M. is interested in his job and helping his shipmates, but I think he is letting a little personal inconvenience enter into the picture.

There are times when my shipmates come to the door of my office and ask about the 1080 and I find I'm rather tied up at the time. I solve the problem by simply asking them to return after working hours, when I'll have time to explain it. I agree with the editor when he says each and every man should be interested in his career, and the 1080 holds an awful lot of critical information.

In reading T. A. M.'s letter I can't help but feel he's not so much concerned with what ALL HANDS publishes, but more with the added work it causes him. I've never found a Navyman yet who tried to cross-examine me about my work. On the contrary, I've found most men ask sensible, well-founded questions — often inspired by ALL HANDS articles. This helped, rather than hindered, me in the performance of my duties. It's better by far than having a man come to me with only a hazy idea of what he wants, forcing me to spend valuable time trying to understand his wishes.

In the long run, the better informed the men, the easier my job.—R. L. F., PN1, USN.

SIR: I will have to agree with T. A. M. on some points, and with ALL HANDS on others. But mostly I'm on T. A. M.'s side.

So all right. I bring a guy up to my office and let him look through my *Enlisted Transfer Manual* and waste two hours explaining to him what the different codes are. And every month when my BuPers Report 1084-14 comes in there are five or six guys up at my counter wanting to see it. Of course I have just a couple of things to do, like sending the entire squadron on deployment, cutting TAD orders, trying to get my enlisted and officer diaries done, and a million other things. So, just when I am busiest, someone pops up and says, "Say, what does block 28 mean?"

I usually take time to tell him.

On your point I will agree to a certain extent . . . what we do in the personnel office is somewhat like banking, and the man is certainly entitled to know what is going on—but my policy has worked out pretty well until you wrote your article urging them to check the BuPers Report 1080-14. Before, when something of note came in on a new 1080 I'd make it a point to notify the man personally (not by messenger, phone call, etc). I'd have him

come up to my office or I'd look him up and tell him what the change was, but I don't like to have these guys standing around at my counter every month asking me if their "programed loss month" changed or if their Seavey status has changed.

When it changes I'll notify them. These characters who come up here every day bug me. I wonder if they're not just trying to skate from their shop or something. They remind me of the guy who's in my office two or three times a week asking how much leave he has on the books.—K. F. S., PN1, USN

• *See below.*—ED.

SIR: In reference to T. A. M.'s objection to uncovering his trade tools, I hasten to point out that the Navy long ago abandoned the concept that enlisted men can be left in the dark. I wholeheartedly endorse the approach that well-informed sailors make for a stronger Navy. What better way than revealing the professional secrets? In fact, why not include in the training program a tour through the various offices (including the personnel office) with an explanation of the various functions? In the long run, wouldn't this reduce the time spent in answering questions and, more important, wouldn't it bring about a greater appreciation for the work done by the specialists.

I do commend T. A. M. for his attitude when he states, "The most enjoyable part of my job is . . . being able to assist him . . ." Hopefully, this is true of a lot of personnelmen. However, I suspect nearly every sailor has been exposed to a personnel office encounter which leaves him feeling all he got was a ration.

I hope T. A. M.'s letter will be read by all personnelmen, who can indulge in some serious critical self-analysis to ensure that they emulate this approach to the myriad questions which the personnel office receives.—D. E. D., LCDR, USNR.

• *Thank you sir. You'll be happy to know you share a majority opinion, albeit there's a good percentage on the other side. Let's continue.*—ED.

SIR: At first glance it would appear T. A. M. just might have some right to complain about ALL HANDS disclosing his so-called trade secrets. But after more consideration, I begin to wonder if it is not possible that T. A. M., who expresses such pride in his chosen profession, might not have doubts as to his ability to perform the tasks of his rating.

I feel any information which can be given to the personnel with whom we are associated will be of benefit both to the Navy and to the Navyman. There have been several occasions in my squadron of personnel requesting information based on items which had appeared in ALL HANDS.

As to the objection to the personnel in a command requesting permission to inspect the *Enlisted Transfer Manual*, who has a better right to inspect a manual which is so important to career plans? The more information we can furnish a man concerning his own rights and benefits, the easier our work becomes.

Perhaps T. A. M. should re-evaluate his ideas concerning the reasons for having personnelmen in the Navy in the first place.—C. W. H., PNC, USN.

• *You're certainly not alone in your opinion. But then, no one seems to be on this particular subject. See below.*—ED.

SIR: After spending a total of close to nine years as a personnelman aboard destroyers, I've found an open door policy, with a few exceptions (such as when I'm crediting leave or entering semi-annual marks) makes the majority of people happy. And that, I believe, is what I am here for.

When a man goes to the barber shop he usually wants a haircut. When he comes to the personnel office he usually wants information—not to cross-examine the PN or YN. A personnelman is in a service rating, and the men will judge him by his performance.

After having the misfortune of inheriting a ship's office which had formerly been run by a PN1 who knew the book but also put himself up on a pedestal, I had to start from scratch and inform the crew of the many varied programs and opportunities open to them.

I'm sure T. A. M.'s command has a training program. He might be able to stay up on his soap box without losing face by utilizing the program. Why not, for instance, start a daily article in the POD publicizing the many different programs, opportunities and benefits available to Navymen? He could also schedule himself to deliver some good, pertinent information to the senior men from the various shops and divisions and let them help him to get the information to the men. This might keep him from being "bothered" by people who come up to apply for something for which they're not eligible.

T. A. M. didn't go into very much detail on the Seavey/Shorvey cards. Why not make up a list of the code letters for the various naval districts? Then at least the men could know if their selection is for the *district* of their choice! The difference between G and H (one key apart on the typewriter) is the difference between Key West, Fla., and Carlsbad, New Mexico. Even T. A. M. could make a mistake like that.

When T. A. M. reads the many replies I know he'll get, I suggest he evaluate them all and complete one of the petty officer self-evaluation sheets from the current leadership manual and see how he shapes up. Do it honestly, T. A. M., both before and after you have taken some of the good advice I know will be forthcoming.—G. R. R., PNCA, USN.

• *One thing's a cinch. He can't possibly take* all *the advice.*—ED.

SIR: Your analogy concerning the professional secrets of a personnelman, which was so smugly put forth, seems to be quite full of flaws.

You said, "each one (form) represents a portion of a man's life, his job and his pay. Why shouldn't he be interested?"

Well, I am deeply interested in the proper performance of the guns and missiles of my ship, because if they don't work right I might not live—hence I won't have any career to speak of. Your insinuation means I should go to the missile house and make an inspection, ask everyone how he works and read the manuals to insure proper operation. I should make a daily inspection of the galley, because improper preparation of food and dirty pots and pans might give me food poisoning. I should make a thorough inspection of the boilers in engineering to insure they are in top condition, because one day speed might be necessary to escape from a torpedo. So, why shouldn't I be interested in these things?

I am. But I also place a little trust in the men who operate and control my ship.

We have inspections regularly for the chow hall, boiler rooms, missiles and so forth. We also have admin inspections for the YN/PN mode of operation. We have record checks every September and when a man reports on board or leaves. And we usually—if not always—work a little longer and, likewise, a little harder on board ship than do some other rates, though not necessarily all (contrary to popular belief). If every man on a destroyer decides he needs a tour through the office to inspect the 1080, read the *BuPers Manual*, instructions and notices and the *Transfer Manual*, a continual disruption of the ship's work will result. We will not be able to keep our heads above the choking point and the paper war will be lost.

If you recommend that everyone

check the 1080, read the *Transfer Manual, BuPers Manual* and other assorted material, *please* send us more copies to put in the library with instructions for use. Nothing can be more discouraging than to have someone borrow a tool of the trade and forget to return it or tear out a crucial page.

In conclusion, we have enough work to do without playing nursemaid to those we work for. PODs, ALL HANDS and other Navy publications are readily available. If they were read and digested, and the average Navyman placed a bit more trust in the YN and PN, our jobs would be much easier and we could give better service to all. —T. G. C., YN2, USN.

SIR: After reading the article "Should the Work of Personnelmen Be Considered a Professional Secret?" I could hardly help but wonder if T. A. M. hasn't outlived his usefulness as a personnelman. His claim ALL HANDS is interfering with his job reflects the hypocrisy of his (and my) rating. The articles pertaining to the different aspects of PN work help Navymen understand what we PNs are doing and reduce the need for us to explain the minute details of personnel distribution.

Helping the men is our primary job. Showing a man the 1080-14, explaining what the codes mean, or finding an article in the *Enlisted Transfer Manual* or *BuPers Manual* to answer a man's question should be regarded as an opportunity to help a shipmate. It is also our duty. It is hardly a matter for debate, much less something to become upset about.—P. E. A., PN1, USN.

• *See above. And below.*—ED.

SIR: T. A. M. appears to be an empire builder. It is very sad to see his empire has been crumpled.

Apparently he likes people. True, that's one of the qualifications for success in a ship's office—but it takes more than just liking to shine before others and have them admire you. Everyone likes that. It takes the ability to project yourself into the other person's mind, to see things from his point of view, and to understand his feelings.

Duty in a ship's office requires plenty of patience. If you have patience, you can answer those endless questions which do not appear important at first glance, and do it with ease. But if you're impatient you're likely to antagonize the troops.

T. A. M. feels he knows the answer (or where to find same) for any problem. He is setting the stage for trouble. No one knows that many answers. No two cases are alike, and many will present baffling problems even to the most capable. So, if he's cocksure he is likely to make wrong judgments and further antagonize everyone concerned.

As for the mass raids on the ship's office after ALL HANDS published the articles in question . . . the crew members were not taking advantage of a privilege but rather exercising their responsibility. Each person in the Navy is responsible for keeping himself informed. When he gets wind of something new, he should find out if it affects him in any way. If it does, he should pursue the subject.

Finally . . . it's a big Navy, bigger than anyone can properly keep under his thumb. So I believe it's best to circulate the general information — the more the better — and don't wait for ALL HANDS and other publications to do it.—B. L. L., YNC, USN.

• *Let's continue.*—ED.

SIR: I believe ALL HANDS exists for the benefit of all Navymen, and one very effective way of achieving this is to "reveal the tools of the trade." That gives the average guy a chance to keep up with the latest developments.

We in the administrative field have a continuing obligation to disseminate any and all information regarding personnel matters. Often, we are the only link between directives and interested Navymen.

It is absolutely necessary for this information to be made easily and readily available, and not hoarded by a pompous personnelman/yeoman who desires to justify his existence.

Frankly, I don't mind Navymen knowing about my job. It's been my experience that if there is a lack of trust in a particular PN it's only when the ability, efficiency and integrity of the PN is questionable.—K. W. L., YN1, USN.

SIR: In regard to T. A. M.'s letter, I'd like to put in my two cents' worth.

Every Navyman has the opportunity to view his service record when he is received, transferred, reenlisted and when he verifies his service record every September — not to mention all the times he pops in to find out what his last semi-annual marks were, or his leave balance and other various reasons.

No report, letter, Seavey/Shorvey card or other correspondence can be prepared without obtaining the information from the individual's service record.

I can understand a man's desire to know what is happening to him, and to those people with legitimate questions I like to give all the information and help I can. But, as most PN, YN and DK Navymen know, there is always the one crank who is constantly badgering and probing to find out whether a mistake has been made by the office whenever the situation doesn't go just right for him. They have to see to believe, such as information on the 1080.

Then, when we do break down and show the 1080 to him he can't make heads or tails of it anyway and half the morning is spent explaining the meaning of every column and number.

Such nonsense is very time consuming and cuts down on work output, which brings about still another common gripe — why do we "racketeers" take so long to get something done? I imagine half my day is spent in conversation of one form or another, half of that unnecessary.

Let me ask: Should I run right to the cook if chow tastes funny one meal? Should I have him explain the whole operation to me so I know where the mistake was made? If I did, I wouldn't wonder why it takes so long for chow. I'm afraid I have to agree with T. A. M. —G. A. D., PN3, USN.

SIR: I do not claim all PNs are inefficient, but the cases of many men have been seriously mishandled because of lack of knowledge and/or lack of interest by the PN or YN in the personnel office.

Let's begin with the 1080. At the dispensary we have an HM2 who has worked as a laboratory technician for almost eight years. He graduated from lab school and was trained in clinical laboratory procedures including blood bank and was assigned an NEC of 8417 by the Bureau of Medicine and Surgery in 1958. The letter making the NEC assignment is in his service jacket. But the 1080 of November 1964 showed the man's NEC as 8412.

The alert office personnel changed the record accordingly. Correspondence with the district stated the 1080 was basically a muster sheet, and the NEC was a local determination. So his 1080 record still shows NEC 8412, which is usually obtained after 12 weeks of schooling. He had attended 60 weeks to warrant the NEC 8417.

And another sea story: In mid-November I was transferred locally. When I reported I restated my desire to reenlist three months early (on 4 December) for six years. (Note that there were three weeks to prepare the necessary paperwork.) A PN2 told me that I must give the personnel office three months' notice prior to reenlisting. After much hassle concerning the fact that my previous command had recommended me, that my new division officer had approved the date of reenlistment and the 30 days' leave and that my physical had already been scheduled and completed before 2 December *he* finally consented to allow me to reenlist.

At the time I noted my record did not show my NEC of 8442, so I asked the PNC if he would mind verifying this. He informed me all NEC changes must be requested by the department

head or division officer. I showed the chief the page 4 and 13 entry regarding my completion of school, and was curtly told to have my division officer request the NEC.

I had been transferred to this command supposedly because I possessed the NEC in question.

Additional negotiations with the PN2 accidentally revealed he had scheduled two other men for reenlisting on the 4th, so he arbitrarily reset the date to the 9th for me. ("Mondays are always bad, and the paperwork would be typed on the 8th.") I volunteered to do the paperwork, and reaffirmed the date of the 4th. His next comment was that I couldn't reenlist three months early as I had a four-year extension in my record. After he checked the *BuPers Manual* we finally came to an agreement.

I then inquired if we had time to request reenlistment incentive. The PN announced I was not eligible because I had not been on board the command for one year, and produced an instruction to back up the statement. I invited his attention to a subsequent paragraph where it was stated that in such a case the incentive would be held in abeyance until the man had completed one year aboard.

He then told me it would take six to eight weeks to obtain approval for the desired incentive, so I waived this.

On the first of December I was called to the personnel office to sign the papers. Having gained a certain limited insight into the operation of the department I decided to verify the new and old pages of my service record and contract. I discovered several gross errors which could not only have cost me money, but also loss of points toward my multiple.

So all naval personnel should have blind faith in personnel men? Sure!—A. R. D., HM1, USN.

• *The essence of A. R. D.'s letter seems not so much to criticize personnelmen as to point out a case when he came out fine, by simply being aware of what was transpiring.*

There seem to be two kinds of mistakes: Those caused by human error and those brought about by negligence or lack of interest. In either case it behooves the man concerned to catch the error (if he can) and come up with the right information. It's a point of simple self-preservation, not a challenge to the authority and proficiency of the PN. See below—ED.

• *Let's recapitulate.*

As you can see, reaction has been mixed. Those personnelmen who support the stand of T. A. M. view the problem as it affects their jobs; other personnelmen—a larger proportion, incidentally, who wrote in—disagree with T. A. M., and recognize the concern and interest of the man who is sweating out his rotation date and other career matters.

It might be of interest to note that those who support T. A. M. each used a similar analogy: Should they, they say, watch the cook measure the paprika, demand to check their pay account each month, and inspect the engine room? Why then, they imply, should crew members want to understand the workings of the personnel office?

This parallel seems to be a little forced. It just happens that in each of the activities cited above, rigorous measures are taken to ensure that performance meet certain minimum standards. "Navy Regulations" has a few terse words to say on each of these subjects.

The personnelman has a mighty important — and rewarding — job. He is dealing with personnel, individual people. But if he makes a mistake, or fails to act when he should, the individual concerned is the major sufferer (granted, the Navy suffers in the long run).

This, probably, is the crux of the problem. No matter how carefully the "Enlisted Transfer Manual," the "BuPers Manual" and career directives may be written, the responsibility of implementing these manuals and instructions rests upon the man in the office. It is evident from the letters we have received that most personnelmen are sincerely concerned with doing the very best job they can, and serving the men of their ship or station to the best of their ability.

However, the attitude implied by a few is that the men they deal with must be petitioners, seeking favors.

The writers have many interesting comments to offer, pro and con. It makes one stop and wonder, though, when someone refers to my "Enlisted Transfer Manual," and says "I don't like to have these guys standing around my counter every month." Another example of this same kind of thinking may be found in the reference to "my best PN3."

It's been some time since ALL HANDS *has had such a flood of correspondence from one item in the "letters to the editor" section. We tried to analyze the reason for it, and we came up with not one but several.*

First of all, as we said before, one of the important billets in any ship or station, not only from the standpoint of personnel efficiency but also of morale, is that of the personnelman. The same can be said for the ship's or unit's yeomen. With the personnel officer, they are involved in a seemingly endless stream of paperwork, but what they are really doing is dealing with (and for) people. The job they perform, and the way they perform it—their speed, their efficiency, their know-how, and their understanding—means a great deal to their shipmates.

The number of letters received, not only from personnelmen but from their shipmates, points up the interest of the entire crew in their work. The PNs can accept this interest with a great deal of pride in themselves and the significance of their duties. They put in a lot of time, often after hours, as demonstrated in the foregoing correspondence. The overwhelming majority of PNs recognize the legitimate interest a man has about those matters which concern him such as advancement, rotation, leave, etc. The Navy grants a man leave, assigns him to shore duty, or advances him in rate; the PN plays a role in these matters as the instrument by which this is achieved.

The recommendation that crew members check their own records doesn't mean that all personnel offices are going to be (or should be) swamped with hordes of ignorant, misinformed individuals demanding to know the meaning of every NavPers form. Obviously the only reason a crewmember has for turning up at the personnel office is to make a legitimate inquiry, or to straighten out a problem, or to check on a matter that really concerns or puzzles him.

If you will go back to the original article in ALL HANDS, *you will find this statement: "For example,* if you are not being considered for reassignment under Seavey, *you may find out why . . ."*

In other words, as one example, if you are eligible for Seavey and haven't been so notified, you'll want to find out why. Or if you have a question on training and advancement requirements, you may want to talk to the PN or YN in the training or personnel office, depending on your ship.

It may not be convenient for them to talk with you at the time you appear, and chances are you may be asked to return at a later date. Or, as D. E. D. suggests, a training program might be set up on specialized personnel matters that would answer a lot of questions before they are asked.

G. R. R. suggests starting a daily article in the Plan of the Day publicizing many different programs and answering questions that are widely asked. A column in the ship's newspaper could also achieve good results.

There are a number of other good ideas voiced by writers who have taken time to comment on this subject. The fact that they have written in, pro and con, indicates the extent of the interest they have in their jobs. They all deserve a pat on the back from the Fleet.—ED.

TAFFRAIL TALK

THE FOLLOWING REPORT was fowarded to ALL HANDS from the U. S. Second Fleet. It is sure to be of interest to Navymen stationed everywhere, ashore and afloat.

The U. S. Second Fleet—one of the nation's four numbered fleets—has a fresh approach for some old problems affecting 81,000 people in Navy families along the East Coast.

It consists of two-platooning the Fleet. The Fleet is divided into two parts, with Blue and Gold titles used to describe them.

The concept will:

- *Allow firmer long-range planning.*
- *Allow the ships of either task group to become more of a team.*
- *Allow better cross-servicing between ship types.*
- *Allow time to be spent more efficiently at sea and in port.*
- *Allow more effective training with less time actually at sea.*
- *Allow more effective use of training services available.*
- *Allow predictable time in home ports with families.*
- *Allow more dependable leave periods.*
- *Allow more Fleet personnel to attend service schools.*
- *Allow more individual planning.*
- *Allow more relaxed readiness posture for non-duty group in port.*

And this is just a start. The Second Fleet Blue/Gold operation is evolving rapidly and the over-all concept is improving.

One of the important factors of the Blue/Gold operation's success to date has been cooperation from the two type commanders who provide the Second Fleet with most of its ships. The two—Commander Naval Air Force, Atlantic and Commander Cruiser-Destroyer Force, Atlantic—assisted in the concept's initial planning and have provided additional suggestions, which, when combined with actual Blue/Gold operational experience, have led to refinements of the concept.

Chief of Naval Operations, Admiral David L. McDonald says men aboard Atlantic Fleet aircraft carriers have averaged 72 nights a year at home during the last four years. The same can be said for many of the personnel of other ships that normally spend one-third of their time overseas with the Sixth Fleet.

Under the new plan, the half of the Fleet scheduled as the "duty group" will handle all sea assignments, and all port visits away from home port. These ships will be scheduled as a single task group, even though they may be widely dispersed.

This way, task group commanders, with the aid of unit commanders, can plan exercises and coordinate services.

The operating group will normally assume a duty status on Friday and sail, if scheduled to do so, not earlier than the following Monday. They will return to their home port on or before the Friday at the end of the third week of their three-week duty period. Actual operating time during this three-week duty period may vary from a few days to as much as three weeks, depending on training requirements and other commitments.

The other group takes over the duty at the end of the three weeks. The in-port group has more uninterrupted upkeep time, leave, liberty, training and school time and a predictable period in port.

The units of the in-port group remain in their home ports (Boston, Mass.; Newport, R. I.; Norfolk, Va.; Charleston, S. C. and Mayport, Fla).

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ANSWERS TO QUIZ AWEIGH

(Quiz Aweigh may be found on page 53.)

1. Rear Admiral Alfred T. Mahan.
2. Admiral Marc Andrew Mitscher.
3. Admiral David Farragut.
4. Captain Matthew Fontaine Maury.
5. William D. Leahy.

• AT RIGHT: ANCHOR MAN—A member of the deck gang of attack aircraft carrier USS Saratoga (CVA 60) applies a bright new coat of protective paint to the carrier's starboard anchor.

How To
• Keep Fit • Relax

USN

SPORTS

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

FOUR BROTHERS - FOUR CHIEFS

in this issue:
All About Advancement

JULY 1965

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JULY 1965 | Nav-Pers-O | NUMBER 582

TABLE OF CONTENTS

• **FRONT COVER: FOUR BROTHERS, FOUR CHIEFS**—William Fitzpatrick *(right)* was advanced to chief aviation machinist's mate in 1963. Two months later, James *(second from left)* was advanced to senior chief hospital corpsman. Now Joseph *(left)* will become a chief hospital corpsman, and Robert *(second from right)*, a chief aviation machinist's mate, in the July-August increment. The two prospective chiefs tried on their brother's CPO hats and coats during a recent reunion.—Photo by Walter H. Tolle, PH1, USN.

• **AT LEFT: TWO AT A TIME**—*USS Forrestal* (CVA 59) takes an ammunition from *USS Nitro* (AE 23) on her port while receiving supplies on the starboard from *USS Altair* (AKS 32).—Photo by Gary D. Bird, PH2, USN.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to subactivities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

U. S. NAVY ships answered call to rescue citizens in Dominican crisis.

Answering a Call in

When the call came to evacuate U. S. citizens and the nationals of other nations in the first days of the crisis in the Dominican Republic, the Navy was prepared to move in a matter of minutes. This is a chapter in a history that is still being written.

FIGHTING broke out in the Dominican Republic on Saturday, 24 April.

By Tuesday, 27 April, the situation had deteriorated and the U. S. took the precaution of stationing a task force—including USS *Boxer* (LPH 4) and 1500 Marines—off the Dominican Coast. Removal of U. S. citizens, however, was not ordered until two days later, when Dominican government officials warned that they could no longer guarantee the safety of foreign nationals.

On the evening of the 28th *Boxer* airlifted 400 Marines into the city of Santo Domingo for the purpose of protecting U. S. citizens. By the following morning, 29 April, 530 Marines were in the city. Later in the day they were joined by 1000 reinforcements.

While Marines cleared a safety zone between the U. S. Embassy and the Embajador Hotel, where refugees were gathered, helos ferried civilians to *Boxer* for further transfer to other Navy ships, which carried them to safety in San Juan, Puerto Rico.

By 1 May paratroop units had been flown into the city, bringing the U. S. military strength to about 4200 men. As the safety zone was sealed off and the waterfront area was secured, Navy ships began to take refugees directly aboard.

On 2 May the Navy transported 1415 civilians to San Juan, raising the total number to 3000. In Santo Domingo 5000 more awaited rescue —about 1500 of them citizens of 30 different countries.

On 3 May Great Britain officially thanked the U. S. for having evacuated British citizens from the danger area.

NAVY SHIPS which played a major part in the rescue mission included: USS *Boxer* (LPH 4), *Wood*

TO SAFETY—Evacuees aboard *USS Ruchamkin, Boxer* and *Wood County* leave Santo Domingo for San Juan, P. R.

County (LST 1178), *Ruchamkin* (APD 89) and *Yancey* (AKA 93). Other ships involved were: USS *Rankin* (AKA 103), *Fort Snelling* (LSD 30) and *Raleigh* (LPD 1).

By 3 May U. S. forces in the island republic totaled 14,000 men, including paratroop units flown from the United States and Marines landed by Navy ships.

The evening before, in a televised address, the President had said: "What began as a popular democratic revolution that was committed to democracy and social justice moved into the hands of a band of communist conspirators." Later, in the same address, he declared, "We will defend our nation against all those who seek to destroy not only the United States but every free country of this hemisphere."

Here is an on-the-scene report

a Crisis

from USS Boxer *(LPH 4).*

LOADED UP—More than 1000 evacuated from danger wait in hangar deck.

BOXER WAS ACTING as flagship for Amphibious Squadron 10 when she answered an urgent call on 25 April from the United States Embassy in Santo Domingo, Dominican Republic. She steamed to the revolt-torn country to assist in the evacuating of U. S. and other nationals.

It was a new experience for the officers and enlisted man of *Boxer*—acting as baby sitters, luggage porters, stewards, translators, and general unofficial Ambassadors of the U. S. Navy.

The scene was unusual as one walked down the hangar deck—sailors changing diapers, feeding babies, watching over infants. But the problems of the sailors were minute compared with those of the evacuees. Each person who came aboard had his own personal tale to tell of the crisis. Some were lucky enough to escape without incident; others were not so fortunate.

On Tuesday, 27 April, 294 persons were brought aboard *Boxer* and were then transferred to USS *Raleigh* (LPD 1) on Wednesday morning. As the situation worsened, later that same day 705 additional persons were

DOUBLE DELIVERY—While delivering evacuees, *USS Yancey* doctor delivered baby. *Rt: Ruchamkin* carries evacuees.

ARRIVALS—U. S. citizens and those of foreign countries, evacuated during crisis, land safely in Puerto Rico.

SAFE LANDING—Evacuees disembark with the help of Navymen as their ship docks in Puerto Rico.

brought aboard. During the entire week *Boxer* evacuated more than 1000 men, women and children from the island, administering medical aid, hospital facilities and food, and providing sleeping spaces.

More than 500 Marines from the Sixth Expeditionary Unit and Marine Helicopter Squadron 264, embarked in *Boxer*, were deployed to insure the safety of the evacuees.

Men were berthed in the troop berthing areas, and the women and children in the officers' staterooms. After three days aboard *Boxer* they were transferred to adjoining ships, USS *Ruchamkin* (APD 89), *Raleigh*, and *Wood County* (LST 1178) for transit to San Juan, Puerto Rico.

MANY EVACUEES had gone without food or water for three days, some lost contact with their children during their escape. One woman who arrived aboard was in tears because she was separated from her family. The tears quickly disappeared as she found her children—for the first time in two weeks—already safe aboard.

Violence was present in all quarters of the city as shooting rang out from building after building. Many of the people, hearing that they might be evacuated to Navy ships, had gathered in the Embajador Hotel to await their evacuation.

For a large number of these evacuees most of that day was spent lying on the ground, listening to the whine of bullets overhead.

In another incident, a woman employed by a Canadian electric firm had been sitting in her car, ready to leave, when she realized she left something behind. As she returned to her house, she glanced back and

DOMINICAN AID—Navy ships also delivered food from the U. S., shown here being distributed to local citizens.

BIG HELP—*USS Boxer* (LPH 4) answered the call in fast time, evacuated personnel and landed U. S. Marines.

saw her car riddled by the strafing of an aircraft.

Three young women, teachers at the American School in Santo Domingo, had had hopes of staying on the island when the violence broke out. They quickly changed their minds after a narrow escape from the fire of armored tanks.

THESE WERE A FEW incidents mentioned by the evacuees. Those who were fortunate enough to find their way to *Boxer* left the ship with a sincere appreciation of the assistance and protection offered by the Navy-Marine Corps team.

After the transfer of the evacuees to San Juan, *Boxer* stood by off the coast of the island, continuing to lend support in the form of food and medical care, remaining prepared in case additional evacuees were flown aboard.

One of the events in the evacuation was the cause of a shipboard celebration.

A birth was recorded in the medical records of cargo ship USS *Yancey* (AKA 93) on 1 May, when Lieutenant Ben Passmore, MC, USN, delivered Stephen Yancey Paez.

The delivery was made while the ship was transporting 593 evacuees from the Dominican Republic to San Juan, Puerto Rico. The eight-pound boy was the first child for Mr. and Mrs. Rodolfo Paez of the Dominican Republic.

The boy's middle name was given in honor of the ship. A cake-cutting ceremony and the traditional passing out of cigars were held in honor of the newborn Dominican child.

ON DECK—Civilians taken from Dominican Republic ride to safety. *Below:* More evacuees are helped ashore in Puerto Rico by crew of *USS Ruchamkin.*

VIETNAM LOG

As the United States continues to fulfill its commitments in Vietnam, U. S. Navy forces are becoming increasingly involved in the struggle.

The air strikes on barracks and staging areas in North Vietnam on 7, 8 and 11 February were, in part, specific responses to Viet Cong provocations in the South—principally the raids at Pleiku and Quinhon.

Since that time, a number of incidents have been important considerations in decisions by the U. S. and South Vietnamese Governments to step up action on all fronts. Terrorist strikes within South Vietnam by Viet Cong forces showed little sign of abating after earlier joint response by the U. S. and South Vietnam. Continued action by the Viet Cong finally resulted in U. S. bombing strikes against terrorist concentrations in the Phuoctuy Province of South Vietnam during the latter part of February.

Also, on 19 February a large Viet Cong arms cache was discovered in Vungro Bay, South Vietnam, with evidence that the shipment had been directed from Hanoi. The obvious conclusions to be drawn were that North Vietnam was continuing unlawful aggression against its neighbor.

Other evidence of the communists' activities included bombing of the U. S. Embassy in Saigon on 30 March; discovery of a major VC camp 60 miles from Saigon on the same date; and discovery of another VC arms cache, including some of the most advanced weapons in South Vietnam, near the end of April.

To point out further a significant aspect of aggression, the U. S. State Department published a "White Paper" report on the situation in Vietnam which included a discussion of the water routes used by North Vietnam's "maritime infiltration group" to send weapons, supplies and agents by sea into the South in increasing tonnages. The White Paper charged Communist North Vietnam with waging concealed aggression against its neighbor on a massive and growing scale.

As South Korean engineers, infantry troops and transportation units —part of 2000 Korean soldiers assigned to assist with non-combat operations in South Vietnam—began arriving on 25 February, the U. S. continued its bombings in the South.

Meanwhile, coastal surveillance activities by U. S. units were instituted at the request of the Government of South Vietnam to check communist infiltration by sea. Spotter operations by U. S. helicopters and other aircraft continued supporting South Vietnamese air and naval units. These were reinforced by Seventh Fleet patrol units further at sea.

Information on which to base a detailed report of the Navy's activities is not available for release, due to the nature of operations being conducted in Vietnam. The following summary of major events, occurring since the last All Hands report, has been pieced together from available dispatches.

Flight deck action, TF-77, in the South China Sea.

15 March—U. S. fighter-bombers attacked a huge communist ammunition dump at Phu Qui with rockets and bombs. This was the third strike on North Vietnam in March.

19 March—A strike was made by more than 120 Navy and Air Force jets along the 17th parallel. No U. S. casualties resulted.

22 March—North Vietnamese base at Vucon, 15 miles north of the border, was attacked from the air, receiving damage to 40 buildings used as staging barracks and a supply depot for Viet Cong forces.

23 March—U. S. planes attacked a radar early warning station at Vinh Son, 60 miles within North Vietnam and, for the first time, employed "route reconnaissance"—flying above enemy roads in search of military targets and attacking those discovered. Also struck was a radar station 30 miles northeast of Donghoi naval base (a previous target). Three armed junks which fired on U. S. planes were sunk.

26 March—U. S. jet bombers attacked four coastal radar stations in the deepest penetration of North Vietnam since February. Two Navy planes were shot down over the Gulf of Tonkin but both pilots were rescued. One target was Bach Long Island, located in the Gulf of Tonkin. More than 40 planes from uss *Hancock* (CVA 19) and *Coral Sea* (CVA 43) flew the actual strike mission.

29 March—Bombing of Bach Long Island was continued by Navy planes on the second raid of radar installations. Three Navy planes were downed, one pilot was rescued.

This day also saw the unloading of usns *Breton* in Saigon, which arrived the previous day from NAS Alameda with a cargo of A1H *Skyraiders* and LCVPs. The *Skyraiders* were added to the South Vietnamese Air Force to bring existing squadrons up to authorized strength.

30 March—A large bomb was exploded at the United States Embassy in Saigon, killing two Americans (including a Navy enlisted man) and 11 Vietnamese and injuring more than 150 others.

31 March—Joint strike conducted on Donghoi air base in North Vietnam to cripple air strike potential. Seventh Fleet carriers also conducted re-strikes on two North Vietnamese radar installations with about 40 attack aircraft, including A1 *Skyraiders* and A4 *Skyhawks* from *Hancock*, supported by F8 *Crusaders*. Targets were Vinh Son radar installations about 65 miles north of the border. Almost simultaneously about 20 attack aircraft from *Coral Sea* conducted a re-strike on Cap Mui Ron radar installations, about 15 miles further north of Vinh Son. There were no U. S. aircraft losses during this strike.

ON THIS SAME eventful day an Air Force sea rescue amphibian helicopter succeeded in rescuing Navy Commander William N. Donnelly, who had been missing since the Bach Long Island strike on 29 March. Donnelly had ejected from his F8D *Crusader* and spent almost 48 hours in the water with a dislocated shoulder, 10 miles offshore from his target before being recovered.

3 April—About 30 strike and 20 support aircraft from *Coral Sea* and *Hancock* conducted coordinated strikes on a major highway at Dong Phoung, about 65 miles south of Hanoi. Three communist MIG aircraft were spotted in the target area, but retreated northward. One F8 which was hit by ground antiaircraft fire landed safely at Da Nang air base in South Vietnam. One A4 was shot down in a subsequent strike, after the highway was extensively damaged and a bridge destroyed.

4 April—Approximately 45 A1 *Skyraiders* and A4 *Skyhawks,* supported by about 15 F8 *Crusaders* and F4 *Phantoms,* struck targets along the railroad and Highway One from the vicinity of Thanh Hoa to the demilitarized zone. Railway cars and motor trucks were destroyed on this strike, and all aircraft returned safely to the carriers *Coral Sea* and *Hancock.*

5 April—Approximately 50 aircraft from *Coral Sea* took part in a strike against an early warning radar installation at Vinh Linh just north of the 17th parallel. All aircraft returned safely to the carrier.

7 April—About 35 *Coral Sea* aircraft bombed Highway One in North Vietnam, hitting several military targets.

9 April—Two strikes by Navy aircraft against the Tam Da railway and highway bridge, about 120 miles south of Hanoi, knocked out two of the bridge's spans. Four F4 *Phantoms* were attacked by MIGs.

One MIG was sighted going into the clouds, afire. One A4 was hit by ground fire and the pilot parachuted into the sea. He was picked up by a USAF rescue squad about a mile from shore in good condition.

10 April—75 aircraft from USS *Ranger* (CVA 61) and *Coral Sea* joined 45 U. S. Air Force aircraft for strikes on a highway bridge and military targets along important roads leading toward Laos from North Vietnam. No U. S. casualties resulted.

11 April—Marine Battalion Landing Teams 2 and 3 went ashore at Da Nang. Amphibious Task Group 76.6 participated in the landing operations.

14 April—Seventh Fleet aircraft flew missions against military targets along two key highways in North Vietnam in the afternoon and evening. All planes returned safely to their carriers.

15 April—A combined force of 230 aircraft, including some from the Navy, Air Force and Marine Corps and South Vietnamese Air Force, made strikes against a Viet Cong stronghold in South Vietnam. This marked the first time Navy aircraft made strikes within South Vietnam.

16 April—Carrier-based aircraft from *Coral Sea* and USS *Midway* (CVA 41) hit Bai Duc Thon and Xom Ca Trang highway bridges. This was the first strike mission conducted by *Midway* aircraft, which had previously flown support missions.

Vietnamese Navy patrols stream, looking for Viet Cong.

17 April—*Midway* aircraft participated in their second strike assignment. They reconnoitered along Highway One and the parallel rail line that runs from Vinh to Thanh Hoa.

18 April—*Hancock* aircraft attacked targets along highway 101 in North Vietnam and the Dong Thanh army barracks. One ferry was sunk at Giap Tam, on the Song Troc River. There were no U. S. casualties.

19 April—Four A4 *Skyhawks* from *Midway* made bombing and strafing runs on two military truck convoys. Though heavy AA fire was encountered, all aircraft returned safely. Other *Midway* planes bombed some boxcars nearby. *Hancock* aircraft conducted an armed reconnaissance mission along the southern section of route 101, making strikes against Phu le army barracks and a cargo river craft. All planes returned safely.

20 April—Five A4s from *Midway,* supported by an equal number of F4s and F8s, struck a truck convoy five miles north of Gum Lam. One of the aircraft crashed, cause unknown, and the pilot was reported as missing. Antiaircraft fire was described as heavy over some parts of the target area. Remaining aircraft returned safely to *Midway.*

Elsewhere, six *Hancock* fighters made two separate strikes on trucks along highway 101 south of Dong Hoi.

21 April—Armed reconnaissance aircraft from *Midway* made brief flights over North Vietnam, south of Vinh, during the night. At one place one truck was destroyed and two others damaged. Other planes located a truck convoy and reported that three trucks were destroyed and five damaged. Later, a 15 to 20 truck convoy was spotted about 135 miles south of Hanoi. One strafing run was made before the trucks turned off their lights. Flares were dropped and six trucks were located off the road. On subsequent passes one truck was reported burning and an estimated five destroyed. Other similar action by *Hancock* aircraft took place in nearby areas. All aircraft returned safely to their carriers.

22 April—*Midway* and *Hancock* aircraft combined to attack four North Vietnamese PT craft and two large junks in an area east of Vinh. Pilots termed the mission highly successful. All planes returned safely.

23 April—*Hancock* aircraft destroyed the Son Dinh highway bridge over the Kien River with rockets and missiles. *Midway* aircraft completed destruction of the Pho Son bridge and also knocked out the Xom Gia highway bridge with bombs, rockets and missiles. All aircraft returned safely to their carriers.

24 April—On a brief armed reconnaissance flight from the carrier *Midway,* two Navy *Skyraiders* destroyed eight railroad cars about 25 miles north of Vinh.

25 April—*Hancock* planes struck highway targets and several groups of boxcars in North Vietnam. Many direct hits were observed, and all planes returned safely.

26 April—*Hancock* aircraft continued their search for military tar-

gets around Dong Hoi. One PT boat was sunk and a pier destroyed.

27 April—Two *Midway* armed reconnaissance planes discovered a new highway bridge 100 miles south of Hanoi on route one and cratered road approaches to it.

28 April—Seventh Fleet carrier-based aircraft destroyed five PT boats in North Vietnam. All aircraft returned safely.

As operations progressed into May, an announcement was made in Washington that cutters and patrol boats are being prepared for assignment to Vietnam. They will join with other Navy craft already on the scene, plus others being sent, for use in anti-infiltration patrols along the coast of South Vietnam.

Additional Navy junior officers and enlisted crewmen are being trained to serve as advisers to Vietnamese junk fleet operators. The Coast Guard's contribution will include about 47 officers, 198 enlisted men and 17 boats, operating under Navy control.

With all this new activity, President Johnson has also increased the number of U. S. ground forces in South Vietnam, including addition of U. S. Army paratrooper units.

Reports from the operating area describe Navy crews as working hard, long days, with flight deck crewmen putting in as many as 18 hours a day.

The prospect of hard, dangerous work does not deter Navymen from seeking duty in this hot spot, however. On 9 April an ALNAV message originated by the Bureau of Naval Personnel requested volunteers for duty in Vietnam to help meet mounting commitments.

Response began almost immediately, and within a week the available billets were oversubscribed by several thousand.

Those who have volunteered but cannot be sent immediately are being kept on a waiting list in the Bureau. They will be chosen as billet openings occur. The Bureau is also endeavoring to reply to each request personally, but due to the overwhelming response it may be some time before all letters are answered.

The response indicates that individual Navymen feel a personal responsibility to contribute their support in this joint undertaking. It is a heartening realization, but certainly not surprising in the context of the Navy's past roles and accomplishments in defending the Free World from aggressive forces.

30 Apr—A total of 70 aircraft from the carriers *Hancock* and *Coral Sea* made two strikes deep into North Vietnam, destroying an ammo dump, a petrol tank, part of a supply depot and four boxcars. All aircraft returned safely.

2 May—Midway aircraft made interdiction strikes against Viet Cong forces in South Vietnam. *Hancock* aircraft flew armed reconnaissance missions over North Vietnam.

3 May—Coral Sea aircraft continued armed route reconnaissance flights in the North, striking at several small targets.

4-7 May—Midway and *Coral Sea* aircraft continued armed reconnaissance missions over North Vietnam, striking principally at trains and rail lines. Numerous boxcars and at least two locomotives were destroyed, and rail lines were damaged at many points. Also struck were a warehouse, several ferry barges, and other river craft and trucks. No U. S. planes were damaged during the period.

8 May—Coral Sea aircraft struck at a wharf and several barges in North Vietnam, causing substantial damage. *Midway* planes continued route reconnaissance missions. *Midway* and uss *Oriskany* (CVA 34) aircraft teamed up with U. S. Marine fighters to support landing operations of Marines and Seabees at Chu Lai. Other *Midway* and *Coral Sea* planes attacked the Vinh airfield complex in North Vietnam. One F8 *Crusader* was downed by enemy AA fire during

Navymen Killed in Action in Vietnam Since 1963

NAME	DATE	ACTION
Barschaw, William M., LT, USN	4-5-65	While landing troops.
Castillo, Manelito W., SK2 USN	3-30-65	During bombing of U. S. Embassy, Saigon.
Clydesdale, Charles F. LTJG, USNR	3-15-65	While on aircraft mission from USS Ranger (CVA 61).
Dentan, Manuel R., HM3, USN	10-8-63	While on a helicopter rescue mission.
Dickson, Edward A., LT, USNR	2-7-65	While an aircraft mission from USS Coral Sea (CVA 43).
Farrell, Bruce C., LT, MC, USNR	10-8-63	While an a helicopter rescue mission.
Fuhrman, William R., TM3, USN	4-23-65	While landing troops from USS Cook (APD 130).
Hume, Kenneth E., LCDR, USN	3-29-65	While on aircraft missian from USS Coral Sea (CVA 43).
Langford, Richard H., EN2, USN	4-23-65	While landing troops fram USS Cook (APD 130).
McKinley, Gerald W., LTJG, USNR	3-31-65	While an aircraft mission from USS Hancock (CVA 19).
Meyerkord, Harald D., LT, USNR	3-16-65	In a landing operation.
Rice, Claude, HN, USN	10-8-63	While on a helicopter rescue mission.
Roark, William M., LT, USN	4-7-65	While on aircraft mission from USS Caral Sea (CVA 43).
Sather, Richard C., LTJG, USNR	8-5-64	While on aircraft mission from USS Constellation (CVA 64).
Shea, James P., LTJG, USNR	4-20-65	While on aircraft mission from USS Hancock (CVA 19).
Fegan, Ronald J., ENS, USNR	4-9-65	While on aircraft mission from USS Ranger (CVA 61).
Kardell, David A., LT, USNR	5-9-65	While on aircraft mission from USS Coral Sea (CVA 43).
La Haye, James D., CDR, USN	5-8-65	While on aircraft mission from USS Midway (CVA 41).
Murphy, Terence M., LTJG, USN	4-9-65	While on aircraft mission from USS Ranger (CVA 61).
Lynn, Doyle, CDR, USN	5-27-65	While on aircraft mission from USS Midway (CVA 41).
Crosby, Frederick P., LCDR, USN	6-1-65	While on aircraft mission from USS Bon Homme Richard (CVA 31).
Christian, David M., LTJG, USNR	6-2-65	While on aircraft mission from USS Midway (CVA 41).
McMican, M. D., LTJG, USNR	6-2-65	While on aircroft mission from USS Midway (CVA 41).
Romano, Gerald M., LTJG, USNR	6-2-65	While on aircraft mission from USS Midway (CVA 41).
Amspocher, William H., ATR3, USNR	6-2-65	While an aircraft mission from USS Midway (CVA 41).
Plants, Thomas L., ATN3, USN	6-2-65	While on aircraft mission from USS Midway (CVA 41).

the Vinh attack, but the pilot was rescued from the sea after ejecting safely.

9-13 May—Aircraft from *Coral Sea* and *Oriskany* continued daily armed reconnaissance missions over North Vietnam, inflicting damage along highways and bridges.

14-16 May—*Oriskany* aircraft conducted successive in-country missions against Viet Cong forces in South Vietnam. Pilots reported numerous successful missions. One *Crusader* was forced to land at Bien Hoa air base due to minor mechanical difficulty on 16 May (it was destroyed a few hours later in the accidental explosion which occurred on the parking ramp). All other aircraft completed their missions undamaged.

18 May—*Coral Sea* aircraft conducted air strikes on a petroleum storage area in North Vietnam, causing severe damage. Other *Coral Sea* planes teamed up with *Oriskany* aircraft and conducted 130 sorties against the VC in South Vietnam.

19 May—Severe damage was inflicted on the Hoan Lao military barracks and Chanh Hoa military radio station in North Vietnam by *Coral Sea* aircraft. *Oriskany* pilots flew 110 sorties against VC forces south of the 17th parallel.

20-21 May—*Coral Sea* and *Midway* aircraft continued strikes in North Vietnam, including an attack on the Phuoc Loi naval base. All aircraft returned safely to their carriers after each mission.

22-26 May—Carrier-based aircraft continued a daily penetration of North Vietnam, striking at military targets. *Coral Sea* and *Midway* aircraft alternated on these missions. *Oriskany* aircraft continued to support ground forces in South Vietnam by making strikes on Viet Cong strongholds. No U. S. planes were damaged during this period.

Some 129 sorties were flown by *Oriskany* and *Bon Homme Richard* aircraft against a variety of Viet Cong targets in South Vietnam. One A3 *Skywarrior* from *Oriskany* was lost in a catapult accident, but the three crew members were recovered with minor injuries.

27 May—News was released concerning the death of Jimmy C. Stinnett, SN, USN, who was killed aboard *USS Somers* (DD 947) on 21 May when the muzzle of a five-inch gun exploded aboard his ship. The destroyer was firing on a land target in the Binh Thuan Province of South Vietnam. Stinnett was at his battle station near the gun mount.

SHADOW of Navy photo reconnaissance jet passes burning North Vietnamese PT boat after air strike in Song Giang River near the Quang Khe naval base.

It was also announced that three other Seventh Fleet destroyers fired six missions against Viet Cong targets in the coastal areas of South Vietnam between the period 20-26 May.

Midway aircraft struck at railroad installations in North Vietnam, inflicting moderate damage. One F8 *Crusader* on this mission crashed in the target area. There was no evidence that the pilot managed to eject.

Also, *Coral Sea* aircraft conducted strikes on highway and railroad targets 70 miles south of Hanoi.

1 Jun—Strikes continued north of the demilitarized zone at the 17th parallel. *Midway* aircraft, on a strike at a railroad yard, suffered the loss of one F8 *Crusader*, whose pilot ejected safely to the sea and was rescued.

Mid-June—As the fighting carried into June, there was little sign of a change in attitude by the Hanoi regime in its conduct of guerrilla warfare in the South.

U. S. Seventh Fleet units—especially those of the air Navy—continue to make substantial contributions to the joint response necessary to rebuff the Communist aggression.

—Bill Howard, JO1, USN.

How to Earn the 'E

Ships and crews in many parts of the Fleet are now anxiously awaiting announcement of the winners of the "E" awards. What does it take to win the "E"? Here is a report based on interviews with officers and men of CruDesLant. Their ideas and the programs they followed won them "E's" last year in the destroyer Navy, and their pointers should be of interest to the rest of the Fleet.

THE TOP ships throughout the Fleet are rated annually for their proficiency in various fields through a program of battle efficiency and departmental excellence awards. Designed to promote and encourage competition within the naval establishment, this program has an ultimate goal of providing the Navy with battle-ready ships.

Considering the two types of awards separately, the battle efficiency award for destroyers is given to the ship within each squadron which compiles the highest over-all score in the combined fields of weapons, antisubmarine warfare, engineering, communications and operations. Based on a zero to 100 scale, a ship must have a minimum score of 86.5 before it can be considered for the award. (Figures may differ in different Fleets and different types of ships).

On the other hand, for a ship to be eligible for a departmental excellence award in weapons, operations, engineering or supply, the specific department must attain an over-all score of 88 in its competitive exercises with ships of the same type.

Although COMCRUDESLANT makes the final selections for these awards in the Atlantic Fleet, the recipients must first be recommended by their respective squadron commanders. In the interest of preserving the integrity of the awards, these recommendations are made only when a performance is truly exceptional.

Consequently, a recommendation for an engineering excellence award for an individual vessel would certainly not be forwarded for consideration if the ship had a background which indicated engineering difficulties. This is regardless of any high scores which the ship may have compiled in competitive engineering exercises. The awards call for the highest standards of performance throughout the competitive year with all factors taken into consideration.

It is easy to see that winning an "E" is a difficult task, and the ships that do receive them are justly proud. As a matter of fact, the winners are an elite corps, since only one destroyer out of about every nine receives this recognition.

WHAT MAKES A ship an award winner? Is it the captain, the crew, or the equipment? Actually, it's all these and a few other factors, such as morale and leadership.

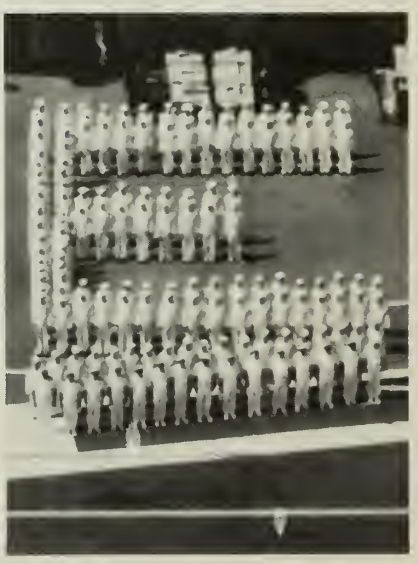
According to the skipper of one "E" award winning ship, "To win 'E' awards you need, more than anything else, a cooperative group of men who are willing to work with each other regardless of which department they are in."

This destroyer CO may have hit the nail on the head with his statement. Without cooperation, the battle is lost before the fight. And this is true of every ship in the Fleet. However, within the realm of cooperation are a number of important aspects that must be considered individually.

Interest, for example, plays a large role in cooperation. Before a crew will give wholehearted cooperation to the job, the captain, executive officer and other cognizant officers, and the individual team members must be interested in what they are doing. At the same time, instilling this interest takes good supervision and effective leadership. So, when considered as a whole, cooperation should include both interest and leadership.

FROM INTEREST stems the desire to become thoroughly prepared for each competitive exercise and formal inspection. To accomplish this simply takes two additional ingredients: hard work and homework. In a gunnery exercise, for example, all procedural aspects must be understood, including the sequence of runs and firing mounts, the type and availability of ammunition to be used, and the exact commands to be given.

This is followed by repeated rehearsals with or without services, and with firing rehearsals, if possible. For an inspection, the check-off list must be scrupulously used so that all hands involved are convinced in their own minds that all items are in the best possible condition. This isn't easy, and usually can't be done entirely within normal working hours, but it pays off.



Award

Along with the obvious need for a cooperative and hardworking crew, what else does it take?

Members of a crew earning the "E" say that morale is a major contributing factor. This raises yet another question: How do you keep morale high? You certainly can't make it the order of the day.

An executive officer feels two of the major deterrents to good morale are interruptions and petty annoyances. These hindrances can, however, be reduced, if not eliminated altogether, by advance planning (which lets the crew know ahead of time of any interruptions which would disrupt their work schedule) and by assigning the responsibility for each area to the proper leadership level.

THROUGH EFFORTS like these, the crew gets a feeling of confidence that they will be allowed to do their jobs with a certain amount of freedom. This, in turn, gives the petty officers more time to teach their subordinates how to handle their individual jobs more effectively. But it brings up still another point: how much time should be spent on training?

On one ship flying the "E" a predetermined period of each day is allotted exclusively to training. Consequently, the ship's schedule is arranged so that an hour of every afternoon is set aside for each department to hold classes for its personnel. During this hour it is up to the individual divisions to see that appropriate instruction is given to each section.

AT SEA—Each year ships and crews test their seamanship in hopes of an "E."

Of course, training is by no means limited to classes. In this ship additional concentration is placed on on-the-job training (OJT). When combined with the daily classes, it provides the crew with invaluable experience in advance of competitive exercises with other ships. In addition, after the completion of any such exercise, each department holds a round-table discussion of the problems encountered, and the resulting solutions are incorporated into the next exercise.

The end result of this training program is that the crew gets a feeling of easiness and their relaxed attitude is transformed into a competitive, rather than a must-do, spirit. (That is, morale is high.)

With workable answers to the problems of cooperation, training and morale it would seem an easy matter to form a crew into a team and set the ship on a course for a string of "E" awards. Yet, as is most often the case, this is much easier said than done.

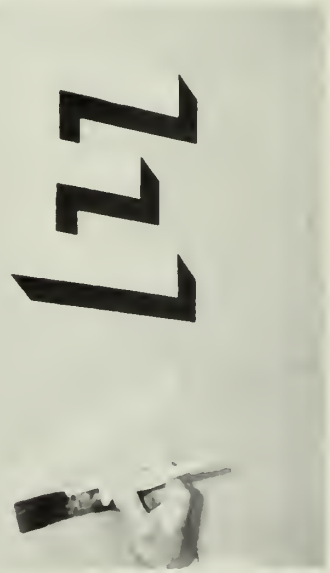
What about equipment? Even the most proficient crews can't operate with faulty gear.

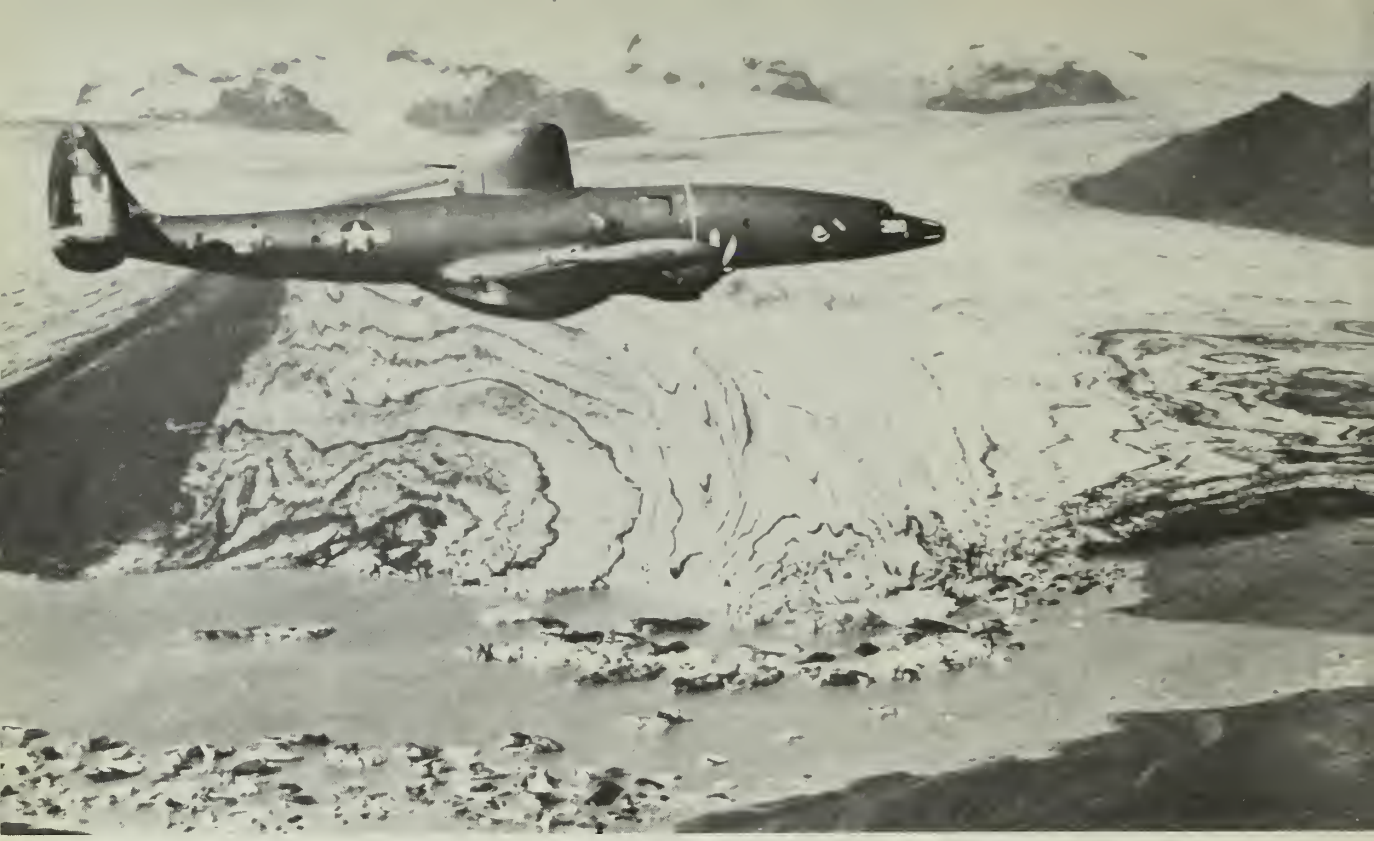
In its continuing program in this field, the Navy tries to provide efficient and the most modern equipment available. But, once again, it is the job of the individual to maintain this equipment and keep it in a high state of readiness.

Since this is a point which could be argued to infinity, the obvious answer is a combination of good men and well kept machines, with one no more important than the other. Although the two factors must be considered separately, the combination of men and equipment provides the key to a ship's effectiveness.

With a crew that works together as a team and equipment that is kept in the best possible condition, a ship is bound to be on the right track toward a goal of success.

All things considered, it takes leadership, enthusiasm, interest, good morale, well kept equipment and hours of hard work to form a winning unit. Considered as a whole, these qualities form the unknown factor which makes a ship an "E" winner. —J. F. Holgate, JO1, USN





LAND OF FROST AND FIRE

Crossroads of the North

DROPPING DOWN from 16,000 feet after a 12-hour, 2300-mile flight from the eastern United States, the new arrival at longitude 22° 37′ W, latitude 63° 59′ N, finds himself in a place that is a cross between the imagined surface of the moon and a modern day airport.

Continuously bathed in sunshine in the summer and generally dark, cloudy and rainy in the winter months, the place is Keflavik International Airport, Iceland.

The newly arrived Navyman is headed for duty at Naval Station Keflavik. Here's what's in store for him.

First impressions usually range from disappointment to amazement, and sometimes to frustration, when a man realizes that for at least a year he will remain on the "Rock" as many skeptics call it.

However, duty at the "Crossroads of the North Atlantic" has plenty to offer to a person with even a small amount of imagination. It's a land of the most violent contrasts. In Iceland a person will find crashing waterfalls, lush green farms, spouting geysers and sizzling hot springs. Contrasting features are glaciers, comparable to some of the largest in Europe; deserts of lava-strewn land and desolate mountain ranges, mostly with boiling volcanoes in their bowels, and occasional earthquakes.

Approximately 40,000 square miles in area, nearly the size of Kentucky, Iceland is halfway between Greenland and Europe. Although just south of the Arctic Circle, Iceland is warmed by the Gulf Stream and has a mean yearly temperature of 40 degrees Fahrenheit. It is on the direct great circle air route between America and Europe.

The island, however, is subject to frigid winds which originate over the Greenland Icecap. Gusts of 100 mph have been recorded during some storms, but usually in the winter months winds are from 25 to 60 mph. It is not rare for the weather to change from rain to snow to hail, and end in sunshine, in the course of a winter day. Generally, the long summer days see temperatures near 50 degrees Fahrenheit, with occasional rain. The weather and light are usually good enough to play softball around the clock.

WHAT IS the military doing here? A brief summary of their job will serve to explain their role.

Service personnel from the United States are in Iceland in keeping with obligations under the North Atlantic Treaty Organization to which both countries belong. Among the North Atlantic alliance members, Iceland occupies a unique strategic location—one that is vital to their mutual defense. The mid-North Atlantic NATO link of radar surveillance can most effectively be covered by operations from Iceland.

The North Atlantic Treaty proclaims as its first objective the determination of members "to safeguard the freedom, common heritage and civilization of their peoples, founded on the principles of democracy, individual liberty and rule of law."

The agreement is a defensive military document under which the allies come to each others' assistance in the event of an armed attack

against one or more of them. The alliance nations have also pledged mutual assistance and cooperation in economic, scientific, cultural and related fields.

Because of the fact that Iceland has no military force of its own, and with their participation in the NATO agreement of April 1949 in mind, the Icelandic Government, in May of 1951, signed an agreement with the government of the United States to provide for the defense of Iceland.

Patrol squadrons were, and still are, rotated for training and operational purposes by Commander Air Antisubmarine Warfare Force, Atlantic Fleet, with headquarters at Norfolk, Va. In addition, there is an Air Force fighter-interceptor squadron to provide air intercept operations at Keflavik.

IN VIEW of the strategic importance of Iceland in relation to antisubmarine warfare defense, the Navy relieved the Air Force as host military service in Iceland on 1 Jul 1961.

SNOW FOOLING—Keflavik Naval Station, Iceland, wears a blanket of snow.

Atlantic

No strangers to Iceland, Americans were there during World War II to the tune of more than 55,000 billeted in tents, Quonset huts and makeshift buildings.

Urged by the desperate need of Britain for her own troops elsewhere, President Roosevelt agreed to take over the defense of Iceland for the Allies. The move was effected upon the invitation from Iceland's late President Sveinn Bjornsson for American troops to relieve the British.

Then Iceland became one of the primary North Atlantic filling stations of World War II. Without the key U. S. naval bases in Iceland, the continuous routing of shipping on the perilous but imperative "Murmansk Run" could not have been accomplished.

WHAT IS Iceland like, and what distinguishes it from other nations of the world?

Unique is the thermal heating system of many communities. Especially noteworthy is that of the capital city, Reykjavik, a city of 70,000 residents.

The city is heated from hot springs that are piped from subterranean depths of about 6000 feet, mostly within the city. The steam is so hot that a cooling process is needed before it may be used. The temperature of the water must not exceed 140 degrees Fahrenheit before being piped through domestic lines.

A few miles from Reykjavik, in the town of Hveragerdi, there are hothouses where bananas and other tropical fruits are grown with the use of hot springs.

A hardy, independent individual, the Icelander is usually light in complexion and Nordic. Contrary to the contention of many, there is no Eskimo blood in his veins. He lives in a modern well-equipped home. This Viking descendant is more literate than the average man in the world and is an avid follower of both local and international politics. Most Icelanders may talk more knowingly about politics in general than 90 per cent of Americans.

He is proud of his language, which has not changed in a thousand years; his parliament, the Althing, which first convened in 930 A.D.; and his right to say what he pleases.

ICELAND, as a free state, came under the Norwegian Crown in 1262. In 1918, she became an independent state in a personal union with Denmark, and in 1944 was declared a republic. The country is governed by the Althing, which is reputed to be the oldest governing body in existence. Iceland has a president and a cabinet of seven members, including the prime minister. There are 60 Althing members in the parliament, representing the major parties.

GOING OVER THERE—Iceland played an important role in WWII as a North Atlantic filling station for convoys.

At the end of 1963, the population of the island was placed at just over 187,000, with some 90,000 persons making up the capital city and surrounding towns' residents. It is estimated that the population increases at the rate of approximately 1000 each year, with infant mortality the lowest in the world. Less than 20 per cent of the population lives in rural areas and the number of farmers dependent on agriculture is about 7000.

One claim the Icelander makes is that he has the richest milk products in the world. They are guaranteed to help a newcomer put on 10 pounds in the first month of his stay.

A NAVY TOUR of duty in Iceland is one year for single officers and enlisted men and for those married personnel who do not bring their dependents. The tour with dependents on station is two years.

Keflavik International Airport, referred to as the Agreed Area, is a joint Icelandic Government-U. S. Navy operation. The U. S. Naval Station provides logistic support and services for the Iceland Defense Force and subordinate units of the Navy and Air Force.

These units include an Air Force fighter-interceptor squadron, a patrol squadron detachment, a naval communications station, a naval security group activity, a U. S. counterintelligence support activity, the Marine barracks and a U. S. Coast Guard loran station.

During a stay in Iceland, all military, dependents and civilians are subject to the UCMJ plus the laws of Iceland. Icelandic laws are very similar to those in the U. S.

A couple of Icelandic laws that are different are the customs and drink-and-drive laws. Iceland's driving while intoxicated (DWI) statute is one of the strictest laws in the world. Alcohol enough to be intoxicated for legal action is only one-half of one per cent, or one beer.

The customs law regulates the amount of grocery and Exchange items that leave the base. Following negotiations with the Icelanders, a sufficient amount of staples may now be taken off base for families. The only item prohibited is alcoholic beverages.

THESE REGULATIONS may seem tough, but there is good reason for the limited removal of commissary and Exchange items from the base. In Iceland there is almost no industry; therefore, everything has to be imported and there is a high tariff on consumer goods. Prices of food off-base are high, usually two to three times stateside prices. Fish, mutton, lamb and dairy products are plentiful and not too costly. Beef, pork, vegetables and fruits are rare and, when available, expensive. If the military were allowed to take what they pleased to their homes, there could develop a situation of the friendly neighbor being given an item here and another there. Not very good arithmetic for the Icelandic economy.

United States currency is utilized on the station, in the Navy Exchange and in most concessions. All transactions with Icelandic establishments and nationals on or off the station must be in kronur, the local currency.

There is a banking facility on base and it is the station-authorized source for converting dollars to kronur; however, some clubs are authorized kronur accounts for conversion at times when the banking facility is closed. One dollar is currently worth approximately 43 kronur. The disbursing office is the only authorized source for converting kronur back to dollars.

TOGETHER—Iceland, United States, and NATO flags fly at flag plaza.

The proper military uniform is normally worn by all personnel when at work. Civilian clothing may be worn on station during off-duty hours, but the various clubs require dress uniforms or proper civilian attire (coat and tie) after 6 p.m.

Complete winter uniforms should accompany personnel to Iceland. Officers, chief petty officers and master sergeants may wear the summer uniform optionally during the summer months. All Navy and Air Force personnel E-6 and below wear the blue uniform year round. Civilian clothing should be the same as one would wear in the spring, autumn and winter in New England.

WHILE THE SEASONS in Iceland are usually no colder than the late fall in New England, high winds are ever present during the months of October through March. Heavy clothing for each member of the family should, therefore, be included in a household goods shipment. Probably the most important items are complete outfits and equipment for infant members of the family.

In the inventory of wearing apparel, a good pair of dressy boots will stand a lady in good stead for

'DRY RUN'—Navy helicopter crew from the Naval Station demonstrates techniques used by the station's sea and air rescue unit in waters off Iceland.

daytime wear, plus complete waterproof outfits for all members of the family.

Government housing is extremely limited, with off-base housing only slightly more available. On-station housing consists of one-, two- and three-bedroom apartment units. These are furnished with all the essentials in furniture.

Housing on the civilian economy is available, but limited. Rentals range from $70 to $150 a month, depending on size and conveniences. In the lowest priced housing, baths and/or kitchens must be shared.

Advance approval must be obtained from Commander Naval Forces, Iceland, for the bringing of dependents to Iceland. Concurrent travel is not authorized.

MOST OF the popularly priced off-base apartments are rented as furnished, but usually there is no refrigerator and an inadequate amount of chairs, end tables, etc. Usually there is an electric range gauged in centigrade temperatures, so one item to bring is an oven thermometer. The newcomer should bring extra pieces of furniture, including a television set, radio-record player, small electrical appliances, linens, bedding, curtains, silverware, dishes and pots and pans.

Icelandic electric current is provided at 220 volts, 50 cycles; however, most American-made appliances will operate off-base with the aid of transformers. These may be purchased at hardware stores in Keflavik and Reykjavik. It is wise to purchase transformers of the 110-230-volt type with capacities of at least 50 watts more than required by the heaviest appliance. Suggested sizes are 250, 350 and 2000 watts, which cost approximately $6, $9 and $50, respectively, on the local economy.

When household goods do not arrive before newcomers, they will be able to borrow some items from the wives' clubs. Parents of small children are urged to include cribs, high chairs and other items for the nursery.

A school system with grades one through 12 is provided for dependent children living on and off base. The high school is accredited by the North Central Association. School buses are provided. A kindergarten is operated as a self-supporting activity by the parents of five year-old students.

PLAN TO SHIP an automobile to Iceland if you have one and are authorized under current Department of Defense directives. It is suggested that a good, solid older car or the jeep variety be sent rather than a later model. Most roads on the island are unpaved and are made of abrasive lava rock or gravel. The weather and lack of

Iceland's Ground Defense Force

An integral part in the fulfillment of the NATO Command mission in Iceland is the Ground Defense Force (GDF). If there were attacks from an unfriendly nation on Iceland, GDF, as a part of the NATO agreement, would move into place to repel or contain a ground attack.

The initial stages of training for the Force begin with classes in the care and use of rifles, automatic rifles and machine guns. They progress to basic infantry tactics; the positions a squad will take in the field, and the reasons for placement of fire teams.

A fire team is composed of an automatic weaponsman plus supporting riflemen who serve additionally as ammunition carriers. And in event an automatic weaponsman is disabled, an ammunition carrier will take his place.

After a company has been formed and split into platoons, squads and fire teams, the next step is the firing range. Shopmen, aircrewmen and office workers are placed on the range and instructed in safety precautions. No matter how familiar they may be with the range, these safety precautions are repeated each time.

After qualification on the firing range in the various hand weapons, there is only the requirement to practice what has been learned and weld a team of these present day Minute Men together.

This is where the planning stage comes into focus. Staff level planning has been made and carried out for the training. Now the logistical support, communications and numerous other details fit into place. It is time to call an alert and GDF shifts into high gear, with the training and drills past, to discover how good the men are in action.

Alerts are called to test the effectiveness of the training and to decide what additional measures must be taken to improve the Force. In addition to testing the efficiency of the personnel, alerts provide the opportunity for a look at weapons systems—an evaluation which often provides inspiration for improved use of the weapons and the method of their use.

The GDF is unique because it is planned, trained and executed by Navy, Army, Air Force and Marine Corps personnel, a unified effort which is the essence of the North Atlantic Treaty Organization and the teamwork spirit.

ON GUARD—Commander of Iceland Defense Force drops into area. *Rt:* Navy rifleman mans post during exercise.

HOT ISLAND—A Keflavik based *Neptune* patrol plane flies by a volcanic island that formed less than two years ago.

garage facilities aid in causing rapid deterioration of the machines.

The usual waiting period for arrival in Iceland of an automobile is from 45 to 60 days from date of delivery to the shipping port. No tax is imposed by the Icelandic Government on American-shipped vehicles and the owner is notified immediately when his arrives.

Icelandic liability insurance is required on all private automobiles; this coverage can be obtained either on or off base. The minimum coverage required is 500,000 kronur ($11,600) which costs between $50 and $85 a year. Icelandic insurance law has many differences from the American variety, so automobile owners are cautioned to familiarize themselves with the policies and their limitations when purchased. Icelandic inspection decals and license plates are also required.

A word of caution on parts: Bring minor replacement parts, install good, heavy mud-flaps (required by law) and insure that the muffler is in sound condition.

THERE ARE SOME restrictions on liberty in Iceland, which at first sound very strict. When a man arrives, however, and gets the complete picture, it is mostly a small extra bother over that of other overseas bases.

There is a very liberal leave policy at Keflavik under which normally a man and his family are granted one trip to the United Kingdom or Europe on authorized leave. Transportation by government aircraft on a space available basis makes it within the reach of any pay grade.

Another feature of off-duty time is a series of conducted tours of Iceland which usually run from May to September. Charges for the tours are very reasonable.

Navy Exchange facilities include shops and services found at most bases. They include a service station, three barber shops, a tailor shop, a laundry and dry-cleaning plant, a help-yourself laundry, a photo shop and two snack bars.

There are four clubs on station: The Officers' Club; a CPO and MSGT Club; the Crows Nest (NCO); and the Polar Club for E4s and below. These clubs have some kind of entertainment nightly, usually with bands for dancing on four nights, two movie nights and a bingo night. Groups of stateside entertainers are engaged occasionally.

Special Services maintains a full spectrum of recreational facilities which include a new 12-lane bowling alley with an older six-lane backup in another building. There is a well stocked library; and the base theatre has two shows each evening and matinees on Saturday and Sunday. In the hobby area there is an auto shop, a wood shop, leather shop and a hobby sales division.

THE SPORTS PROGRAM, although limited somewhat by weather and long winter nights, offers a well diversified program of events.

Basketball, flag football, softball and volleyball make up most of the intramural competition. Boxing matches are held five times a year, and for the golf enthusiast, there is a six-hole pitch-and-putt course on station and a nine-hole course six miles from the station. Competition between Icelandic and American teams takes place several times each year on the Reykjavik and Akureyri golf courses, plus an occasional match in the Westmann Islands.

Basketball matches are frequently played with Icelandic teams in the field house. The field house is a comparatively new building and has regulation courts for basketball, badminton and European handball, plus a weight-lifting room, trampoline, steam bath and showers. Owing to lack of other facilities, the Icelandic and other European handball teams hold matches at the field house several times each year.

To round out the over-all recreation picture at Keflavik Base, we should mention the Armed Forces Radio and Television Station. Television programming runs seven hours on week nights and from 10 to 12 hours on the week-end. The bulk of the shows aired are those obtained by AFRTS offices in Los Angeles and include many of the better shows from the three major American networks. Local news programs are fairly complete, but for the word from your own community, it is suggested that you subscribe to your local newspaper.

Radio programming includes many canned programs from the States, plus a goodly number of locally originated music programs. The station is on the air 24 hours a day, seven days a week.

This is Iceland, the land of frost and fire. It's an experience you'll never forget.

—John H. Wilson, JO1, USN

DIG THIS—Villager gets his first view of fresh well water. *Rt:* Seabees aided by Vietnamese prepare well drilling rig.

Seabees Earn 'Well Done' for Job in Vietnam

THE PACIFIC FLEET Seabees are living up to their merited engineering capabilities throughout the Pacific Oeean area, setting their mark in sueh widely known places as Guam, Okinawa, Alaska and the Philippines.

But let's turn to a small South Vietnamese village named Tan Hiep, which lies in a salt marsh and rice paddy region of the Mekong Delta.

It was in Tan Hiep that a team of well drillers from U.S. Naval Mobile Construction Battalion 9 joined with Vietnamese authorities and representatives of the U.S. Operation Mission to bring in the first deep fresh-water well south of Saigon.

Fresh water is vitally important to Delta inhabitants. Disease-ridden canals have long been the sole sources of most drinking water. Supplies of fresh water add to the effectiveness of seeure areas while helping the people of the area as well.

Villagers armed with five-gallon eans soon were hauling the first supplies of preeious fresh water to their thatched homes. One elder was invited to test the water as it came from the mysterious contraption. He was amazed. In most parts of the delta fresh water is brought in by boat and sold to villagers.

Already, four more deep water wells are underway. When all are eompleted, an intrieate piping system and intermediate pumping stations, will be established to serve villages and hamlets.

The Seabees continue to engineer for human needs.

NEW AND OLD—Tan Hiep woman is amazed by water from ground. *Rt:* Contaminated canal was prior water source.

ON THE JOB—Field recruiter, B. O. Russel, TMCS(SS), sells a prospect. *Rt:* C. J. Dichard, TM1(SS), explains sub duty.

Interested in Independent Duty

A NAVY RECRUITER today has just about the nearest thing to independent duty a Navyman can imagine. He's his own boss and, in many cases, he finds himself regarded as Mr. Navy in his community.

Many a recruiter is assigned to a small community and may find himself operating a one-man shop. He may check back with the main office once a month, but he's still the honcho. Some men like this sort of work; others don't.

With this type of duty, it doesn't take the recruiter long to discover that versatility becomes routine. For example, a chief gunner's mate may well be pounding a typewriter one minute, driving an automobile within half an hour, appearing on TV within the hour and, later that same day, be pushing a broom to keep his small office clean, Navy-style. In the evening, he may find himself all dressed up, delivering a talk before a businessman's association. Never a dull moment.

He has his days planned well in advance, yet he never knows when he might have to tackle a job which, generally, is not thought to be in his line.

For example, one recruiter had finished talking to a class of high school students, and had stopped by a local radio station to deliver some spot announcements. The announcer on duty asked him, "Why not record these yourself? We'll be glad to use them."

The recruiter was escorted to the production studio and soon found himself somewhat nervously recording the recruiting announcements. When he had finished, he hurried to the next school where he was scheduled to talk to another senior class.

Because of the increase in the number of applicants who dropped by to see him, the recording session became very much in his line from that time on.

THIS SCENE doesn't happen every day, yet variations of it are almost commonplace as the "brush beaters," or Navy recruiters, go about the business of signing new recruits into the sea service.

Navy recruiters can be found in cities both large and small. All are top hands, career men and thoroughly schooled in recruiting.

In spite of the wide range of projects recruiters are called upon to do, they have one prime aim: to fill their quota every month. Every action is aimed, in some manner, to keep the recruits rolling into the office and, from there into the Navy.

At times it's rather startling how this quota can be filled. Senior chief boilerman Robert J. Lindsay, stationed at the recruiting office in downtown Washington, D. C., was relaxing over a cup of coffee when a young man, whom the chief had known years earlier, walked in. After several minutes of talking over old times, the chief asked why the young man had come all the way (about 45 miles) into the city.

"To join the Navy," was the reply. Seven years before, Lindsay had been unsuccessful in recruiting the young man, then a lad just out of high school. When the young man found that the chief was in Washington, he had driven the 45 miles so he could be signed into the Navy by his favorite chief.

THE QUOTA sometimes presents a problem to the recruiter. If the re-recruiter only had to find the right number of men and send them on their way, his job wouldn't be quite so frustrating. But frequently applicants cannot meet the physical requirements or the Navy's mental and moral standards, and the recruiter works on just about twice the number of men needed before he can completely fill his quota. In doing so, he soon learns his area quite well.

For instance, senior boatswain's mate chief John E. Cater, the former recruiter for Alaska, became well acquainted with his area—all 586,400 square miles of it. During one month last year, Chief Cater tested or inter-

A GOOD SIGN—An interested civilian seeks information at recruiting office. *Rt:* They went Navy and took the oath.

ry a Billet as 'Mr. Navy'

viewed some 80 men. Of those applying a total of 40 were accepted for enlistment.

When you consider that Chief Cater flew to the candidates' home town (travel funds for potential enlistees are limited, so he had to go to them for preliminary interviews), typed all the pre-enlistment papers and managed the publicity and travel arrangements, he was a busy man. Yet he found time to teach Sunday School, be active in United Services Organization affairs and attend the University of Alaska courses at Elmendorf Air Force Base.

The Denver area is somewhat different. Navy recruiters frequent such scenic and historically colorful places as Medicine Bow, Laramie and Cheyenne, Wyo., currently familiar to television viewers. They're also known in Central City, Cripple Creek, Leadville and many other Colorado gold mining towns with illustrious backgrounds.

Navy recruiters look for highly qualified applicants from the Yellowstone and Estes Parks, through the hunting and fishing areas from the Big Horn mountains in Wyoming to the San Juan mountains of Southern Colorado.

Typical of any district, the recruiter in the Denver area must present a good Navy image, have a sizable collection of sea stories and a full pot of coffee to welcome retired shipmates and prospective Navymen.

Of course, the Denver recruiting district has quite a reputation for such pastimes as trout fishing and big game hunting, and the recruiter must rapidly become knowledgeable on these subjects. He may, for instance, discuss with a series of applicants the merits of wet fly fishing as compared to dry, the proper caliber of rifle for bear hunting as compared to that for elk, or the proper gauge of shotgun for hunting pheasants in South Dakota or Nebraska.

NEXT STEPS—Recruits arrive at boot camp and *(below)* train for Navy life.

SPECIAL JOB—Admiral William F. Raborn swore in first recruit for *Polaris* electronic training program back in 1960. Norman Wodell is now an MT2.

PRESENTLY there is a shortage of qualified personnel who want recruiting duty. If you're looking for some choice shore duty, you may wish to give recruiting a try. You will be your own boss as you sell the organization of which you are a career member.

Wherever you may be assigned, it won't be long before you will find recruiting to be as rewarding and enjoyable work as you have encountered in the Navy. If you're willing to put in a few extra hours and you like to meet and talk to people, this may be just what you want.

Recruiting duty is a three-year tour (except for those whose normal tour of shore duty is longer). You will live in a civilian community and have the opportunity to participate in many civic and social affairs.

With the present shortage of recruiters, your chances of being assigned now, or in the near future, are very good—possibly in or near your home town. Although nearly every area needs recruiters, there are more openings in the Third, Fourth and Ninth Naval Districts.

CHECK YOURSELF against these requirements if you feel you'd like to try recruiting.

- You must be eligible for shore duty.
- You must have a GCT score of 50 or above. (A waiver of five points will be considered by the Chief of Naval Personnel if you are otherwise qualified and highly recommended.)
- You must hold a valid motor vehicle operator's license.
- You must have a clear record and show evidence of financial stability and sobriety during current and previous enlistments. Your complete record—from the time you first enlisted through the present—will be checked in the Bureau to determine if you are qualified for recruiting duty.
- You must be above average in your individual character traits, sense of humor and forcefulness.
- You must have the ability to meet the public and have the personal qualifications for independent duty.
- You must be persuasive in conveying ideas and information, whether in personal contact or in writing.
- You must have a cooperative attitude, as indicated by helping others.
- You must have the ability to converse intelligently on Navy and general subjects.
- You must demonstrate your ability to deal successfully with problems involving ideas and people.
- You must have no speech defects or a marked foreign accent, and you must make a presentable appearance.

BEFORE YOU APPLY for recruiting duty, your commanding officer will want to interview and evaluate you on these personal characteristic requirements. If you receive his unqualified endorsement, you may then apply when you fill out your Seavey Rotation Data Card.

In filling out your Seavey card, be sure to indicate recruiting duty (code

Navy Has More Than 900 Recruiting Stations

Today's recruiting organization is an outfit with a total of 908 different stations. Of these, eight are area directors of Navy recruiting, 38 are main recruiting stations, 20 are class A sub stations, 15 are class B sub stations and the remaining 827 are branch recruiting stations.

The main stations and Class A sub stations are manned by a larger group of men—and women—including clerical, administrative and other rates in addition to officer personnel. Both types have facilities for processing the recruits and have arrangements made with Armed Forces Examining Stations for conducting the needed physical and mental examinations. Their size is the main difference between the two types of stations. Main stations, of course, are the larger, but the two have just about the same capabilities as far as enlisted programs are concerned.

Canvasser-type recruiters (brush-beaters) are assigned to all stations, while support personnel will be found at Main and Class A sub stations.

Here's a list of cities that have the two larger type stations:

Main Stations

Boston, Mass.	Chicago, Ill.
Albany, N. Y.	Milwaukee, Wisc.
Buffalo, N. Y.	Indianapolis, Ind.
New York, N. Y.	St. Louis, Mo.
Philadelphia, Pa.	Little Rock, Ark.
Pittsburgh, Pa.	New Orleans, La.
Cleveland, Ohio	Oklahoma City, Okla.
Columbus, Ohio	Dallas, Texas
Washington, D. C.	Houston, Texas
Richmond, Va.	Albuquerque, N.M.
Ashland, Ky.	Minneapolis, Minn.
Louisville, Ky.	Des Moines, Iowa
Raleigh, N. C.	Omaha, Nebr.
Columbia, S. C.	Kansas City, Mo.
Macon, Ga.	Denver, Colo.
Nashville, Tenn.	Seattle, Wash.
Birmingham, Ala.	Portland, Ore.
Jacksonville, Fla.	San Francisco, Calif.
Detroit, Mich.	Los Angeles, Calif.

Class A Sub Stations

Portland, Maine	Wilkes-Barre, Pa.
Springfield, Mass.	Cincinnati, Ohio
Syracuse, N. Y.	Fargo, N. D.
Baltimore, Md.	San Antonio, Texas
Atlanta, Ga.	Phoenix, Ariz.
Montgomery, Ala.	Boise, Idaho
Memphis, Tenn.	Fresno, Calif.
Jackson, Miss.	Salt Lake City, Utah
Miami, Fla.	Butte, Mont.
Harrisburg, Pa.	Spokane, Wash.

1-6) as your broad duty preference. However, once you select the locality you want, don't list two or more cities under the same main station as you will waste one of your choices (see box accompanying this article on recruiting organization). It would be wise to make use of the "anywhere" selection and thus increase your opportunity for selection to recruiting duty.

Navy recruiters are divided into two categories—canvasser-type and support personnel.

Canvasser-type recruiters consist of CPOs and PO1s in most ratings on Seavey except for YN, PN, SK, DK and HM, and most critical ratings (see box on ratings eligible for recruiting duty). Selected PO2s are also being assigned to recruiting duty.

Here's what happens once you are selected for canvasser-type recruiting duty. You will be ordered to NTC Bainbridge or San Diego for seven weeks of temporary duty under instruction at the Recruiter's School. All canvasser-type recruiters must attend this school, but ex-recruiters only go through a three-week refresher course when attending.

Not Everyone Is Eligible

Although all ratings in the Navy are, theoretically, eligible for recruiting duty, personnel in critical type ratings and ratings critically needed in the Fleet cannot be assigned as recruiters. Here's a list of all the ratings which are NOT being assigned to recruiting duty:

ST	GMT	UT
FT	DC	AZ
MN	EA	PT
ET	CE	AX
DS	EO	JO
RM	CM	DM
IM	BU	MA
OM	CT	MU
GMM	SW	DT

ONCE YOU HAVE completed the school, you will report to your designated Navy Recruiting (Main) Station for temporary duty and further assignment by the officer in charge. (The recruiting service is organized on a district basis and each Navy Recruiting Station has sub and branch stations.) However, about three to four weeks before you leave Recruiting School, you will receive your ultimate assignment. Therefore, you can make any necessary arrangements regarding your dependents and household effects before you leave school.

Support personnel are, as the name implies, those who do not ordinarily perform the duties of the canvasser-type recruiter. Normally they do not attend the school before they are assigned to this duty.

Support-type personnel include YNs and PNs in pay grades E-3 through E-8; SKs in pay grades E-3 through E-7; DKs in pay grades E-5 through E-7; and HMs in pay grades E-5 through E-9. Generally, support personnel are assigned to main recruiting stations and Class A sub stations (see box on organization).

Once you're in the field, you'll run into unusual situations and you will feel like a very important cog in a large wheel. In short, you will be Mr. Navy to the community, a direct—and at times the only—representative of the sea service. You'll have your opportunity to use your personal ingenuity and initiative in one of the most challenging and interesting billets in the Navy.

—John Ramsey, JO1, USN

Navy Recruiting Goes Back to the Days of the Jones Boy

A few years back, 190 to be exact, a Lieutenant J. P. Jones had the job of rounding up a crew for the 24-gun ship *Alfred*. Evidently he was successful, because in February 1776, shortly after *Alfred* was commissioned, the ship set sail for the West Indies. And late in 1776, John Paul Jones, then a captain, was in command of the ship for which, more than a year before, he was the recruiter.

That, presumably, was the beginning of Navy recruiting.

Until a little over 60 years ago, a recruiting station was called a rendezvous center. In the early days, naval officers made arrangements with owners of public houses or inns to rent or use them for a short period as headquarters for recruiting. Their arrival was well publicized, as demonstrated by this advertisement in a 1798 issue of a Boston newspaper.

". . . a House of Rendezvous is opened at the sign of the 'Federal Eagle,' kept by Mrs. Broaders, in Fore-street, where One Hundred and Fifty able Seamen, and Ninety-Five ordinary Seamen, will have an opportunity of entering into the service of their country for One Year . . . These brave Lads, are now invited to repair to the Flagg of the *Constitution* now flying at the above rendezvous."

Recruiters today use a somewhat similar practice—that is, they drive from one town to another, setting up shop in a public building, usually the post office or city hall. Their arrival has been announced in the newspaper and over the radio, and men—or women—who are interested usually are waiting to talk with them.

THE TEST—Recruit of 1860's shows knot-tying skill to examining board.

READY TO GO—Reserve ASW air and surface units, completely equipped and trained, stand ready on both coasts.

The Ready Reserve

ON A THURSDAY night in a small midwestern town an auto mechanic washes the grease from his hands and slips into a set of blues.

He's a Sunday sailor, belonging to a group of part-time Navymen 126,000 strong who would be called upon to bolster the active fleet in the event of war or national emergency. He ships out in time of war, national emergency or when the going gets rough he will be there.

If the Navy ever calls him he's going to be needed. Very badly, and perhaps very quickly.

At the outbreak of hostilities—or if an outbreak were likely—the active Regular Navy Fleet would probably deploy immediately. Within 24 hours they would be joined by Naval Reserve antisubmarine and mine warfare units including destroyers, destroyer escorts, minesweepers as well as aircraft squadrons.

IN TOUCH—Naval Air Intelligence Reserve Unit of South Weymouth, Mass., visited Air Reserve Training Unit, Norfolk, and toured *USS Independence*.

Because of the potential submarine threat to U. S. shipping and war fleets immediately upon the outbreak of a war, antisubmarine warfare units have been the highest priority Naval Reserve component since about 1958. For the last seven years operationally trained, completely equipped, deployable ASW Reserve forces have been maintained on both coasts.

Surface ASW units total 17 destroyers and 21 destroyer escorts. Some of these are commissioned; others are not, but all are under the operational command of cruiser-destroyer type commanders.

These NRT (Naval Reserve Training) ships are maintained by small crews of Regular Navymen who spend most of their time keeping the vessel shipshape and instructing Reserve personnel. The majority of shipboard billets are held by members of the Naval Reserve.

THESE ASSIGNED Reserve crew members (always volunteers) live within easy commuting distance of the ship's home port, and would take the ship to sea and fight her, in case of mobilization. During one weekend each month these Reservists come aboard, integrate with the nucleus crew, and take the ship to sea. During these training periods, plus a two-week stint in the summer, the ships are required to complete the same competitive exercises which

are required of active fleet ships.

NRT ships spend much of their time training Reservists who are sent from training centers at considerable distances from the coast, but their primary mission is to remain ready to deploy with their Reserve crews on 24 hours' notice.

The air wing of the Reserve ASW forces consists of patrol, helo and S2 *Tracker* squadrons which operate in the same fashion as NRT ships. The squadron Navymen train one weekend per month plus two weeks in the summertime. Pilots and aircrewmen, who need flight time to maintain their proficiency, are authorized 36 extra drill periods each year.

Aircraft assigned to the Aviation Reserve Squadrons are of modern type, including helos with sonar gear and S2s with MAD submarine detection equipment. Both the helos and fixed wing aircraft have nuclear depth charge capabilities.

DRILL NIGHT—Reservists learn by using mock-ups at local Reserve centers.

ALTHOUGH the ASW units hold the number one Reserve priority, they are not the only ones which are equipped and operational. There are, for instance, 12 minesweeps in the Surface Reserve Force, manned by Blue and Gold crews. Both crews train aboard their ships. During mobilization, the Blue crews would take the vessels to sea while the Gold crews would activate mothballed minesweeps of a similar type or augment fleet units.

Materially equipped, combat-ready units account for less than 10 percent of the entire Naval Reserve manpower pool. The remaining Navymen would, if called, go to fill billets on Regular Navy ships and stations.

Mobilization billets must be filled and ships brought up to wartime complement soon after the beginning of a conflict.

The possibility of confusion on M-day has been avoided by a relatively new system under which many Reservists – Selected Reservists, they're called—receive their mobilization billet assignments before, not after, mobilization day.

Mobilization experts concentrate most of their time on procedures for augmenting Regular naval forces with a minimum of time and paperwork.

A GOOD EXAMPLE is that midwestern Sunday sailor mentioned earlier in this article.

TWO OF A KIND—Reserve training ships like *Walton* (DE 361) and *Reedbird* (MSCO 51) are ready to join Fleet.

RESERVISTS check in during mobilization drill. *Rt:* Reserve crew of *USS Daniel A. Joy* sets sail when called in '61.

He is a "Category A" Selected Reservist. In his back pocket, along with his driver's license, credit cards and family snapshots, he carries orders instructing him to report to the aircraft carrier USS *Oriskany*, via his mobilization station. Should the Reserves be called, he would be expected to fall out, complete with seabag and whitehat, at his Reserve training center.

There he would be met by a MOB team, consisting of Reservists who will do the M-day paperwork.

Similar mobilization stations would go into action across the country, each capable of processing 100 to 300 Reservists daily.

Little has been left to chance and the mechanic—now machinist's mate—should report to the engineering department of *Oriskany* within a very few days.

M-day orders are written by the Naval Reserve Manpower Center (NRMC) in Bainbridge, Md., which operates in much the same way as do Regular Navy EPDOs, with one exception: The man receiving orders sedom goes anywhere. M-day orders are changed as the situation changes, and a Selected Reservist may receive a new set of orders when he makes a rating, when his ship is decommissioned or converted, or when NRMC decides he would be of more use elsewhere. NRMC's objective is simple: Keep the billets filled with qualified Reservists.

SOME MOB—Participants in a Naval District Mobilization exercise muster for personnel inspection. Reserve MOB teams handle paper work on M-Day.

MOST NAVAL Reservists would have reported to their destinations within 90 days after M-day. Three months, incidentally, is the time required to train draftees. When the flow of Reserves ceased, the flow of inductees from the boot camps would begin. If all went according to plan—as it almost undoubtedly would—the Fleet would not notice the switchover.

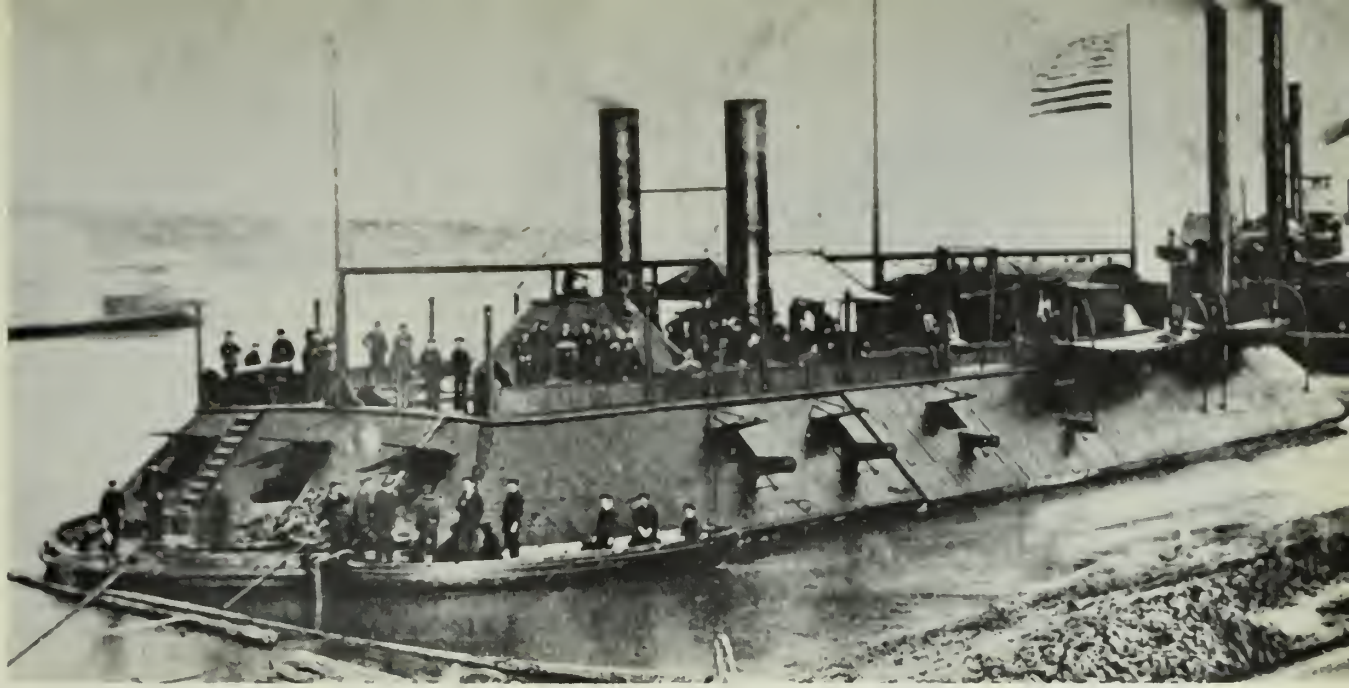
Mobilization, of course, need not be complete. Reserve forces are the tools of the Commander-in-chief and Congress and may be used in the manner best fitting the situation.

In an emergency the President, without consulting Congress, is authorized to call a total of 1,000,000 men from the Reserve forces of all services.

Normally the President (or Congress) tries to arrange at least 30 days' notice before a call, giving Reservists an opportunity to square away their personal affairs. Most of the Reservists called during the Berlin crisis were given four weeks in which to prepare.

Advance notice, of course, is definitely not necessary. The flow of Naval Reservists into the Active Fleet could begin at the drop of a hat.

—Jon Franklin, JO1, USN.



UNION GUNBOAT *USS Cairo* looked like this before she was sunk by torpedoes (mines) on Yazoo River near Vicksburg.

The Raising of USS Cairo

SHORTLY before noon on 12 Dec 1862, the ironclad Union gunboat *Cairo* was sweeping the Yazoo River near Vicksburg for mines. Probably nobody on board expected trouble, for the mines they were sweeping were an innovation and had never had the audacity to explode. *Cairo*, being of an advanced design, was about as secure as a warship could possibly be.

The crew's confidence was misplaced, however. A terrific explosion shook the ship's timbers. While her pilot still had steerage, he swung the disabled ship toward a section of the Yazoo's bank where the water seemed deep enough to maneuver within jumping distance of the shore.

The pilot chose his spot well for the ship did get close enough to the bank for her crew to struggle ashore with their wounded before the ship sank.

The sinking of *Cairo* marked the end of the brief period of relative invulnerability enjoyed by the ironclads. *Cairo*, in fact, had the dubious distinction of being the first ship ever to be sunk by a mine, or torpedo as they were called in those days.

Cairo's crewmen removed the ship's stacks and spars so the wreckage would not be visible from the surface, thus discouraging any possible Confederate attempts to salvage her guns and equipment.

VICKSBURG fell to the Union forces on 4 Jul 1863 and Rear Admiral David D. Porter, who had personally taken command of naval operations near Vicksburg, began thinking of salvaging the sunken *Cairo*.

Porter may, in fact, have entertained such thoughts earlier, for he had sent the tin-clad *Rattler* and the rams *Queen of the West* and *Lancaster* up the Yazoo as early as the preceding January to investigate the possibility of Confererate salvage activity and to put a definite fix on *Cairo's* resting place.

DIVER enters river from barge to investigate wreckage of *USS Cairo*.

The Union warships ascended the Yazoo but found no intimation of Confederate salvage activity. In fact, they found that the muddy, swirling waters of the Yazoo had completely concealed *Cairo's* grave.

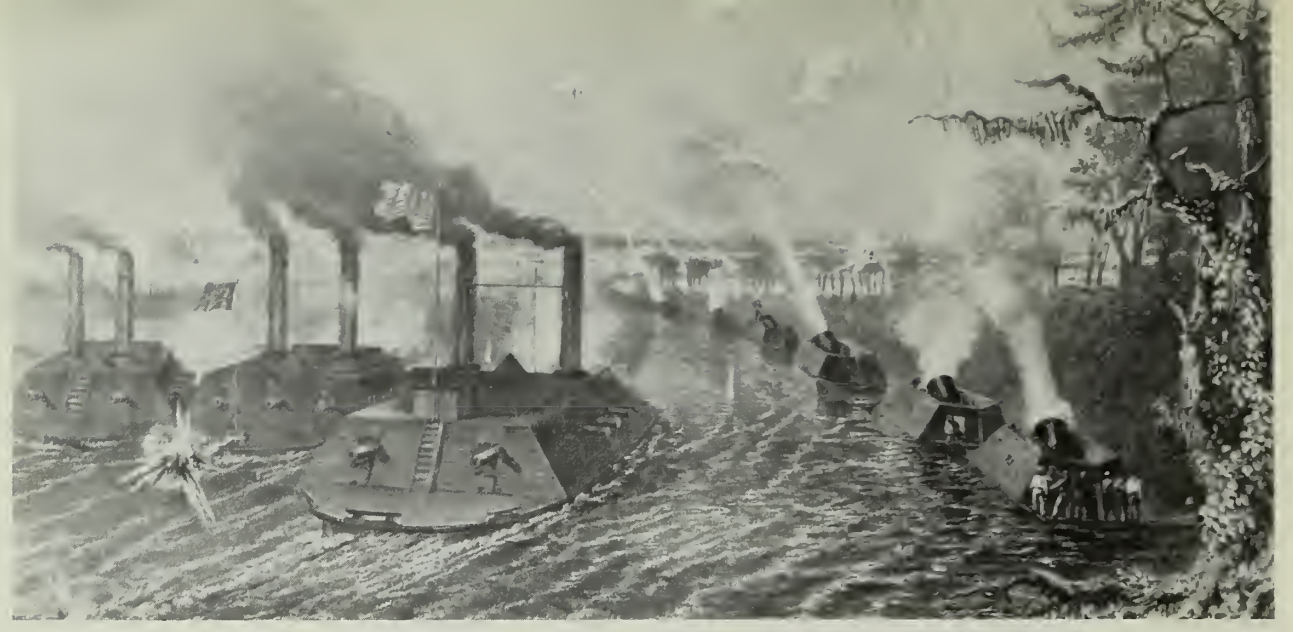
Acting Ensign Phineas R. Starr set out from Vicksburg about three months after the city's fall and, despite Confederate bushwackers in the Yazoo Valley, proceeded overland to the plantation of a Colonel Benson Blake. From COL Blake's plantation, Ensign Starr succeeded in locating *Cairo*.

The ensign reported *Cairo* lay in about 20 feet of water near the Yazoo's right bank facing upstream at about one and one-fourth miles below Blake's lower plantation.

Starr also reported that about three feet of water covered *Cairo's* wheelhouse when he was there but learned the wreck had come into sight once since the previous December when her pilothouse had shown above the surface.

He also learned that the chains that had hung over *Cairo's* bow had been removed by the Confederates.

NOTHING was done at that time toward raising *Cairo*. In fact, the first effort in that direction was not made for another 20 years when,



GUNBOATS and mortar boats of Union's Mississippi fleet bombard island on the river during Civil War encounter.

in 1882, a St Louis firm signed a contract with the Secretary of the Treasury to raise the ship. The contract, however, was never fulfilled.

Meanwhile, back at the old plantation, the process of legend-making had begun. Colonel Blake pointed out the site of *Cairo's* grave to his son and the process was repeated from generation to generation.

Each year the exact location became less certain until, in 1956, a member of the Blake family could only say that, according to a family tradition, *Cairo* lay somewhere along the river below the lower plantation. He had never seen it and doubted that anyone then living had seen it, although handwrought nails that many believed to have been from *Cairo* had been washed up at the foot of Snyder's Bluff.

On a summer evening in 1956, Edwin C. Bearss, a historian of the Vicksburg National Military Park, and Warren Grabau, a professional geologist who was also an amateur historian, were mulling over the events surrounding *Cairo's* demise and began wondering if the ship could possibly still lie submerged and reasonably intact after nearly a century underwater in the Yazoo River.

Accounts of *Cairo's* sinking were carefully scrutinized, then spiced with assumptions and guesswork. After considerable research and speculation, a cross was made on the map of the Yazoo River near Vicksburg with the legend below it: *Cairo sank here.*

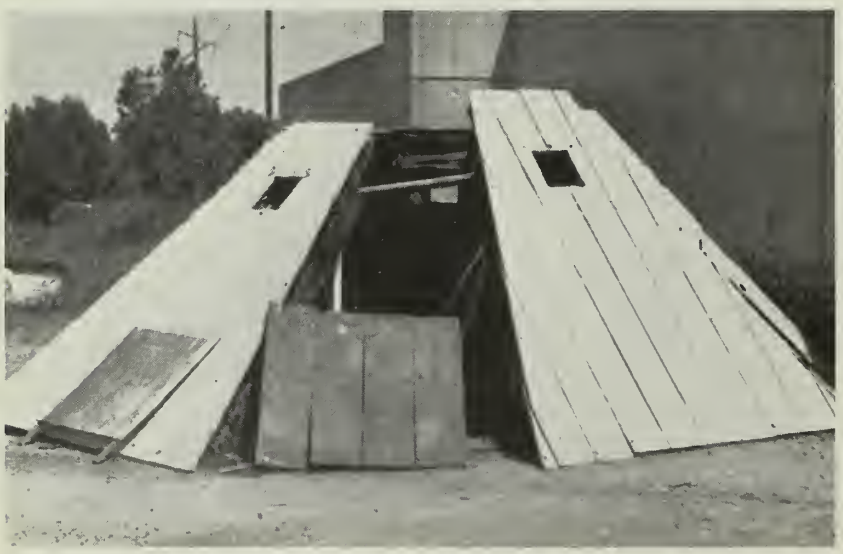
IT ALL SEEMED so logical, yet nobody who had previously looked for the hulk had succeeded in finding it. In November 1956, however, the two historians headed up the Yazoo toward the spot they considered to be their optimum possibility. About 50 yards from the chosen spot, the needle of their compass swung wildly around and settled back to its normal position, indicating the presence of a considerable amount of submerged iron directly under them.

The two men blazed a tree on the shore to mark the site and headed downstream to Vicksburg, certain they had found *Cairo's* wreckage.

As the miles increased, separating them from the blazed tree on the bank of the Yazoo, doubts began to assail them. The needle's gyrations could have been caused by almost anything.

The odds against the iron deposit being the wreckage of the Union gunboat were so strong, in fact, the searchers were inclined to abandon the whole idea by the time they had traveled the 15 miles back to Vicksburg. Curiosity, however, won out and they returned with a 20-foot steel rod which they plunged time and again into the muddy waters of the Yazoo and the blue clay of the river's bottom.

AS SALVAGE of *USS Cairo* was accomplished, pieces of boat were assembled. Parts of gunboat's deckhouse *(below)* stand as they did century ago.



THE PICTURE that emerged from the probing was that of a big flattopped, slope-sided wreck with iron sides. The flat top was wood but there was a little iron tower in front with sloping iron sides. The braille picture fitted the official description of *Cairo* exactly.

Three years passed before another expedition was organized.

The attempts to rescue the Union ironclad from the bottom proved to be tedious and expensive. Divers were used but their efforts were hampered by the muddy and frequently freezing waters. It didn't take the divers long, however, to discover details concerning the gunboat which were not a part of official records.

As work progressed, bits and pieces, including the pilothouse, began coming to the surface but not without considerable effort on the part of the salvage crew. The finds showed some of the wreck to be in a remarkable state of preservation.

An eight-inch naval gun, for instance, still had the cap on the nipple and was still charged with canister. The gun sight was set at 350 yards and the brass slide was deeply grooved at this point indicating that most of the ironclad's firing was done at short range.

The oaken gun carriage was in almost as good condition as it had been nearly a century before and impressions in the mud on the cascabel and carriage indicated the hemp tackles used to absorb the recoil were intact until the gun was pulled from the casemate.

Powder canisters were found in the wreckage and a Navy explosives demolition team came down from Indian Head, Md. to investigate danger from other explosives which might have been on board. Surprisingly enough, *Cairo's* powder was still dry—mute testimony to the care taken to keep it so a century before.

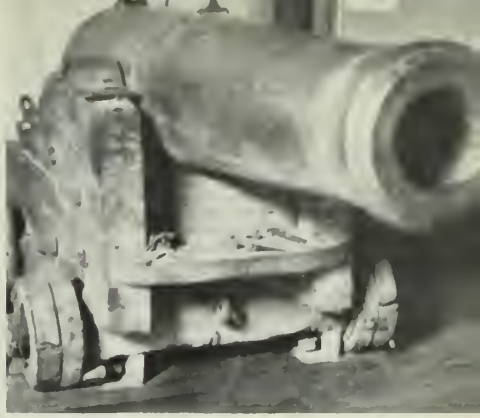
CAIRO'S wreckage was full of silt and the flotsam of decades was lodged against it. Freeing her from all the debris that held her to the bottom was impossible. Nevertheless, attempts were made to lift the hulk onto a barge, but the river's water level was low and the lifting wires cut the ship into three major sections.

Shipbuilding authorities say, although *Cairo* sustained considerable damage during her resurrection, she can be restored to the condition she was in when she sank into the blue clay at the bottom of the Yazoo.

However, according to the Mississippi Agricultural and Industrial Board, a first-class job will cost in the vicinity of a million dollars. This tab includes the cost of either a flotation barge or a land site and new building for exhibiting the renovated *Cairo*.

The fact that it will cost a million dollars to restore *Cairo* lends a touch of irony to her resurrection, for the contract made between James B. Eads of St. Louis, Missouri, and Brig. Gen. M. C. Meigs, Quartermaster-General, acting for the United States, specified that for each and every gunboat (such as *Cairo*) built to the government's specifications, Mr. Eads would receive the sum of $89,600.

—Barney Calame, LTJG, USN
and Robert Neil



PICTURES show condition of Cairo's cannon, bell, side plating and ammunition after century underwater.

HEAVY CRANES lift part of wreckage out of Yazoo River. During salvage operations boat was cut into sections, will be restored to original condition.

A Navy Briefing

NEXT MONTH, you may be among the 180,000 Navymen who take one of the advancement in rating examinations. If you have proceeded on the assumption that study is an unnecessary bother, you stand a good chance of failing and thereby putting yourself out of the running.

If, on the other hand, you are among the majority of Navymen who have conscientiously studied, made the most of your correspondence courses and conducted an intensive review, you will almost inevitably pass.

If you pass, you will have invested many hours of work in anticipation of being advanced. We hope you will get that extra stripe, but we can't help remembering that of the 100,812 who took and passed the examination last February, only 60,234 were advanced. Why?

The Navy is like other fields of endeavor. In some skills it is undermanned while other specialties have enough or perhaps an excess of manpower. Next month's examinations will emphasize the fact that, in the Navy as elsewhere in this workaday world, the men who get ahead are generally those with the highest combination of knowledge, proven performance and seniority—in other words, the best qualified.

What does it take to get ahead? Let's take a look at the basic requirements before going further. There are several musts. You must:

- Be recommended by your commanding officer.
- Complete all of the required practical factors.
- Complete the required Navy training courses (Military and Professional).
- Complete performance tests, if required.
- Successfully complete service schools, if they are required for your particular pay grade or rating.
- Fulfill service requirements, both time in service and time in pay grade.
- Meet security requirements; and
- Be in the proper path of advancement.

So there will be no misunderstanding concerning the importance of these items of basic eligibility, let's examine each of them.

Recommendation by Your Commanding Officer

If you have thought COs give recommendations as a matter of routine, you are badly mistaken. Each recommendation is carefully considered and given only to those the commanding officer considers capable of handling the responsibilities of a higher rate.

The CO's recommendation for advancement must be recorded on page 13 of your service record. If he has reason to do so, your CO can withdraw his recommendation at any time before you are actually advanced. If it is withdrawn this too will be shown in your service record.

Practical Factors

These are the skills and abilities which you must have and be able to demonstrate before you can advance in rating. You can find the practical factors for your rating in the *Manual of Qualifications for Advancement in Rating* (NavPers 18068A). Be sure to check those which apply to you and complete them as soon as possible.

You can begin working on the practical factors for your next higher rate as soon as you are advanced to the rate immediately below. When you complete the required practical factors to the satisfaction of your responsible superior officer, he will make a notation in your service record. The notation won't indicate a relative or an absolute mark because practical factors, unlike the advancement exams, are not competitive. They are, however, intended to tell you and anyone else who has any business knowing, whether or not you can perform the tasks you must do if you are to be advanced.

The methods of completing practical factors are given in Article C-7201 of the *BuPers Manual*. In case you are interested in how records of your completion of practical factors are maintained, you can find out by reading Article B-2326 of the *BuPers Manual*.

Navy Training Courses

These have only one reason for existence—to help you get ahead in the Navy. They are formal courses of study based on the qualifications for each Navy rating. You will find the publications for your rating listed in the current edition of *Training Publications for Advancement in Rating* (NavPers 10052 series).

You must complete the Navy training courses for your individual rate or rating that are marked with an asterisk (*).

Needless to say, these training courses are an excellent means of preparation for advancement in rating examinations. Most of the material in your advancement examination is taken from the required training courses. The remainder comes from other reference material in the NavPers 10052 series.

You must prove you understand the material in your training courses, and this can be done by passing a locally prepared and administered test or by passing the enlisted correspondence course based on the Navy training course.

You will find that some enlisted correspondence courses are applicable to a single pay grade while others apply to two grades. Completion of a single-grade correspondence course, based on either a single or two-grade Navy training course, satisfies the requirements for one grade only. You must complete a two-grade course to satisfy the Navy training course requirements for both grades.

The Chief of Naval Personnel has authorized certain Fleet and special schools to assign striker designations to graduates of their courses. Navymen who have a school-assigned striker identification are considered to have met the training course requirements of the applicable rating for pay-grade E-4, but not the military PO3 course requirements.

If you are working to make yourself a PO1 or CPO, and have successfully completed a Class B service school, this is considered equivalent to completing the training courses for these rates but not the military PO1 and CPO course.

Performance Tests

Some ratings depend on the ability of the men filling them to perform certain tasks. Those who want to get ahead in their rating must prove they are capable of doing these jobs by passing performance tests. These are given to men in the following ratings: QM, SM, YN, CYN,

on Advancement

RM, SF, BR, DK, SK, PN, HM, AZ, JO, SH, PC, AZ, AG, AK, and DT.

If you are in one of these ratings and want to qualify for the advancement examinations, your performance tests, when you take them, will be administered by a local examining board. The board probably will be composed of two or more officers if you are in one of the larger commands.

In smaller commands, where a smaller number of candidates are to be found, only one officer is usually required.

Although there is no hard and fast rule covering their frequency, the tests are usually given at least once each quarter. However, commanding officers may schedule them more often if local conditions warrant.

There are only two grades given on performance tests. You either pass or fail. The results are entered in your service record under administrative remarks (page 13).

You must pass whatever performance test applies to you (if any), but it is strictly a qualifying item. It does not count as part of your final advancement multiple.

Required Service Schools

Personnel seeking to qualify in eight rates are required to attend service schools before they are eligible for advancement. These are: PR3, DT3, HM3, MNCA, MUCA, AGCA, PT3, or AME3. If you are working for advancement to any of these ratings you must attend a specified Class A, B or Fleet School before you can meet the eligibility requirements for advancement.

Path of Advancement

No matter where you are going, you must be on the right path. This applies to advancement to the next higher grade in your rating. To find the proper path of advancement in relation to the rate and rating you now hold, look up the table of the enlisted rating structure in *Quals Manual* (NavPers 18068A).

The only exceptions to the prescribed normal path of advancement apply to Navymen attending schools where the course of instruction is intended to qualify them for a change in rating, for certain ratings in conversion programs which are authorized by the Bureau of Personnel and, in individual cases as authorized by the Chief of Naval Personnel.

Enlisted women may be advanced only to and in the following rates and ratings.

SA, SN—ET, PN, RM, CYN, YN, DM, MA, SK, DK, JO, DS
AA, AN—AT, AC, AG, TD, AK, PH, AZ, AVCM, AFCM
HA, HN—HM
DA, DN—DT

Security Requirements

About half the ratings in the Navy require access to classified information. This means that the ability to obtain a security clearance is necessary for advancement in these ratings. If you are not eligible to receive a security clearance and are scheduled to take an advancement exam in a rating which requires a clearance, the exam will be invalidated.

Here are the ratings which require access to classified information. These include their related service ratings or striker designations: AC, AE, AG, AO, AQ, AT, AX, AZ, CT, DC, DM, DS, ET, FT, GM, IC, IM, JO, LI, MA, MN, MT, OM, PH, PT, QM, RD, SM, RM, ST, TD, TM, YN, AFCM, AVCM, PICM, and CYN.

The following rates and ratings usually do not require access to classified information:

AA, AN, CP, CN, AB, AD, AK, AM, BM, BR, BT, BU, CE, CM, CS, DK, DT, DA, DN, FA, FN, EA, EM, EN, EO, HM, ML, MM, MR, MU, PC, PM, PN, PR, HA, HN, SA, SN, SD, SF, SH, SK, SW, UT, SPCM, CUCM, EQCM, TA, TN.

If you are an immigrant alien (an individual who has been lawfully admitted to the United States for permanent residence under an immigration visa and who has filed a declaration of intent to become a U.S. citizen), you are eligible to change to any rate or rating for which you are qualified, including those which require access to classified information. You must, however, have received a satisfactory background information check before advancement into classified ratings will be authorized.

If, on the other hand, you are a foreign national (an individual who has not been lawfully admitted to the United States for permanent residence under an immigration visa), you can advance only in the rates or ratings listed above that seldom require access to classified information. This is because you are not eligible under Article 1508 of the *Security Manual for Classified Information* (OPNAV Inst. 5510.1B) to receive a security clearance.

Complete information concerning classified rates and ratings can be found in BuPers Instructions in the 1430.7 and 1440.5 series.

Check Your Service Record

Entries should be made in your service record certifying that you are eligible to participate in the advancement in rating exams. All the items discussed so far—your CO's recommendation, completion of required

Exams While in Travel Status

You can take your advancement exam even if you are on leave or in a travel status on the day the examination is given. Just tell the people who would normally administer the exam where to send the necessary documents, *including the exam*. This can be at any location where there is a regularly constituted examining board authorized to adminster the tests.

Arrange your itinerary to be at the place you specify on examination day. If possible, and time permits, it is to your benefit to check in before the exam day so that you are all set to participate. If your documents or exams have not been received, request immediate action to obtain whatever is needed.

If, for some *good* reason, you should not be able to take the examination on the scheduled day, you can put in a request for a substitute examination. The Naval Examining Center, however, usually will not honor requests for substitute examinations which are not received within two weeks of the scheduled examination date.

Annual leave is not considered sufficient justification for a substitute examination.

training courses, practical factors and performance tests —must be entered in your record before you can be considered eligible for participation in next month's or subsequent advancement exams.

If your advancement requires completion of a service school, evidence must be verified by your service record or by an official certificate.

You can well imagine that no end of trouble can be caused if examination time rolled around and the proper entries had not been made in your service record.

It is your responsibility to see that you meet all the required elements for advancement and to see that they are recorded properly. You can do this during the annual verification of records or by making a special visit to the personnel office.

If the proper entries have not been made in your record, you should contact your division and educational officers and ask them to initiate action to have your record brought up to date.

To be eligible to compete in an advancement in rating examination, you must fulfill all the requirements—except time in service and time in pay grade—at least one month before the examination date.

Time in service and time in pay grade for those who take the examination next month must be completed on or before 16 November. The cutoff date for those who take the exams in February is 16 May.

Time in Grade

The minimum service requirements for advancement in rate or rating as specified in Article C-7204 of the *BuPers Manual* are:

Pay Grade	Service Requirements
E-1 to E-2	No specified time for advancement; may be effected upon completion of recruit training; otherwise four months' naval service.
E-2 to E-3	Six months in pay grade E-2.
E-3 to E-4	Six months in pay grade E-3.
E-4 to E-5	12 months in pay grade E-4.
E-5 to E-6	24 months in pay grade E-5.
E-6 to E-7 (acting)	36 months in pay grade E-6.
E-7 to E-8	48 months in pay grade E-7 and minimum total service of 11 years, eight years of which must be enlisted service. Also must be a CPO, permanent appointment.
E-8 to E-9	24 months in pay grade E-8 and minimum total service of 13 years, ten years of which must be enlisted service.

Computing Service

Your time in service and time in pay grade are both creditable toward your final multiple standing. This is how time is determined:

All your time in service and time in present pay grade are computed to 16 November for the August Navy-wide examinations and to 16 May for the February Navy-wide examinations. For advancement to pay grades E-8 and E-9, time in present pay grade and in service is computed to 16 January of the following year.

Time which you didn't serve between a discharge or release from active duty and subsequent enlistment or reenlistment can't be counted as service in any computation for advancement eligibility, nor can lost time as a result of misconduct.

All service is computed in years and months. Periods of less than one month, when totaled, may be considered on the basis of 30 days being the equivalent of one month. A remainder of 16 days or more will be counted as an additional month for advancement to petty officer grades.

In computing time in service, all active USN or USNR service, whether or not it was continuous, is creditable. In addition, count one-half of any inactive USNR service you may have had while you were a member of a Naval Reserve drilling organization, whether or not it was continuous.

To compute service in pay grade, count all continuous active service (no break in active service for over 90 days) you have performed in your present pay grade.

Count one-half of your inactive service performed in your present or a higher pay grade while you were a member of a Naval Reserve drilling organization, provided your service was continuous.

Personnel who have been reduced in rating for disciplinary reasons, incompetency or have reenlisted under broken service conditions (separated for over 90 days)

Quotas and Qualifications

When a Navyman hears he has been *quotaed*, he often feels he is out of the running. Actually, it is more accurate to say he has been passed but not advanced—at least for the time being.

A *quota*, according to the dictionary, is an assigned portion or share. The enlisted strength of the Navy, as specified by the Department of Defense, calls for a specified number (or quota) of petty officers which corresponds to the Navy's over-all strength.

The Navy seeks to fill the vacancies in its petty officer ranks with its best qualified men. Qualification, in this case, equals the highest final multiple among those who passed the advancement examination.

During the six-month period between advancement examinations, unforeseen vacancies occur in petty officer ranks which must be filled and it is the job of the Chief of Naval Personnel to see that this is done.

In order to advance as many qualified people as fast as possible, those who take the advancement examination are first divided between those who pass and those who don't. Those who failed are immediately out of the running. Those who passed are arranged in numerical order by rating and pay grade with the highest final multiple at the top.

When BuPers announces advancements in its October and April advancement letters, it knows how many people in each rating and pay grade can be advanced. It can also determine, from a man's final multiple standing, in which of the six increments he will be advanced.

The Bureau constantly reviews naval strength statistics to make certain that the number of October and April advancements are sufficient to maintain the authorized ceilings for each rate and pay grade. This review is necessary because unforeseen vacancies almost inevitably occur.

When the Bureau finds more men are needed to maintain the Navy's authorized strength, additional advancements are made by addendum letters.

The Navy still operates on the basis of supply and demand. If you are in a rating in which advancement is slow and goes only to a few who have many years of service to their credit, you would do well to transfer to a rating where the demand for petty officers exceeds the supply.

may not credit former service in present or higher pay grades.

Naval Reserve personnel who have voluntarily accepted a reduction in rate while on active duty for the purpose of enlisting in the regular Navy are required to compete in the Navy-wide examinations for advancement. They may count the time previously served under continuous service conditions in their present or a higher grade for advancement.

Check Your NovPers 624W and 624

About three months before you are scheduled to take your examination, information is transcribed from your service record onto a worksheet (NavPers 624W).

Approximately six weeks before the examination, all the information on the NavPers 624W should be transcribed to your NavPers 624 (Data Card—Recommendation for Advancement or Change in Rating). The data card, in turn, is sent to the Naval Examining Center for processing about one month before the exam.

Although every effort is made to avoid errors, some inevitably are made. Since the information on the worksheet and the data card affects your final multiple, it is important that you check to see that these forms are correct. You will be asked to sign the data card. Do so only if it is correct.

Here is a check list which will help you review your NavPers 624W and 624 by showing you what to look for:

- The name of your command and its proper mailing address should appear on the 624 and 624W.
- Your name (last name; first and middle names) should be the same as it appears in your service record.
- Make sure your service number is correct.
- Check your present rating abbreviation and also make sure the abbreviation of the rating for which you are being examined is correct.
- See that your Enlisted Performance Evaluation Mark is properly entered. This mark should be carried to two decimals (Example: 3.04).
- Check your credit of total active service.
- Check your credit for length of service in pay grade.
- Check your multiple for creditable awards.

To be certain you have no misunderstanding concerning some of the above points, here are some explanations which should give you a better understanding of the check list.

Period of Performance Factor

The following periods are established as the length of time over which enlisted performance in pay grade will be considered in developing the performance factor. Any evaluations made before the specified length of time in a lower pay grade will not be considered:

Examination Pay grade	Period of time to be considered in computing performance factor
E-3 to E-4	6 months
E-4 to E-5	12 months
E-5 to E-6	24 months
E-6 to E-7	36 months
E-7 to E-8	48 months
E-8 to E-9	24 months

Here is an example of how a performance factor is computed: A candidate was advanced from SN to CT3 on 16 Nov 1964 and is eligible to participate in the August 1965 Navy-wide examinations for advancement to CT2. Evaluations were made under the enlisted performance evaluation system on 16 Nov 1964 and 16 May 1965. These evaluations were entered on page 9 of his enlisted service record, from which the following evaluations were extracted:

	11-16-16	5-16-65
Professional Performance	3.0	3.4
Military Behavior	3.0	3.0
Leadership and Supervisory Ability	3.0	3.4
Military Appearance	3.0	3.0
Adaptability	3.2	3.4

Since the performance factor is based upon evaluations made during the period of minimum eligibility for advancement (one year in this case) immediately before the terminal eligibility date for the examining period involved (16 Nov 1965), the two semi-annual evaluations made in the year immediately before 16 Nov 1965 would normally be used.

However, in this case, the marks assigned on 16 Nov 1964 were based on service in pay grade E-3—therefore should not be considered. The evaluations made on 16 May 1965 are the only marks that should be used. They average out 3.24.

The 3.24 is subsequently converted by the Naval Examining Center to a performance factor of *27.20*. If an individual has an evaluation average of 4.00, he will have a performance factor of *50.00*. As you can see, the

Advancement by Increments

Advancements to E-4 through E-7 are authorized and effective each month in six increments as follows:

February Series Examinations	August Series Examinations	Advancement Increment
16 May	16 November	1st increment
16 June	16 December	2nd increment
16 July	16 January	3rd increment
16 August	16 February	4th increment
16 September	16 March	5th increment
16 October	16 April	6th increment

The six increments are, in effect, six lists which contain the names of those who passed the examination and are authorized to be advanced. Navymen to be advanced are included in the appropriate increment depending on their relative final multiple standing—the highest final multiple in the first increment. The number of advancements authorized in each increment normally vary as advancement planners seek to advance all eligibles as soon as possible within the six list spread.

On the first of April and the first of October, the U. S. Naval Examining Center issues a rating advancement letter which contains advancement authority for all increments. It also contains a listing of those who passed the exam, but were not selected for advancement, and a listing of those who failed.

In order to publish the results of late examination returns and authorization for advancements in addition to those originally planned, addendums to the rating advancement letter are issued on the basis of the following approximate schedule:

25 April/25 October	Addendum 1
15 May/15 November	Addendum 2
1 June/1 December	Addendum 3 (will contain authority for striker designation.)
26 June/26 December	Addendum 4 (Returns of late examinations not included in any of these four addendums will be forwarded by speed letter.)

higher your daily performance is, the higher your semi-annual marks will be and the higher performance is recognized in the performance factor for advancement.

Total Active Service

Check your NavPers 624W to insure you have been credited with the proper amount of total active service. This credit is computed according to the procedures outlined in the BuPers Instruction P1430.7 series.

The entry on your NavPers 624W and 624 is made in years and months and the actual credit you receive toward your multiple for total service should be carried to two decimal points.

For example, if you are taking the August 1965 exams, and you will have completed eight years and three months' (08-03) total active service on the terminal eligibility date (16 Nov 1965), your numerical credit for multiple purposes will be 08:25.

The maximum credit for total active service is 20.00 computed at one point per year for a maximum of 20 years.

Service in Pay Grade

Credit for service in pay grade should also be computed in years and months carried to two decimal points. You receive double credits for service in pay grade and are allowed a maximum of 20 points, which is two points per year for a maximum of 10 years.

As an example of credit for service in pay grade, take the case of the CT3 cited above. He was advanced to CT3 on 16 Nov 1964. On the terminal eligibility date for the August 1965 exams (16 Nov 1965) he will have served exactly one year in pay grade E-4 (01-00). Therefore, he will be credited with the numerical factor of 02.00 for the time served in pay grade on the NavPers 624W and 624.

Credits for time in pay grade are computed in accordance with BuPers Inst. P1430.7 series.

Credit for Awards

All awards you have received that are creditable in figuring your final multiple must be listed and credits specified. Multiple credit for awards, with a maximum of 10.00 allowed is scored as follows:

Award	Multiple Credit
Medal of Honor	6.00
Navy Cross	5.00
Silver Star Medal	4.00
Distinguished Service Cross (Army)	4.00
Distinguished Flying Cross	4.00
Navy and Marine Corps Medal	3.00
Soldier's Medal (Army)	3.00
Bronze Star Medal	3.00
Air Medal	3.00
Gold Life Saving Medal	3.00
Commendation Medal	3.00
Letter of Commendation	2.00
Without authority to wear ribbon, if addressed personally to the individual from the President, Secretary of Defense, Secretary of the Navy or the Chief of Naval Operations.	
Secretary of the Navy Commendation for achievement	2.00
Purple Heart (All Services)	2.00
Good Conduct Medal or Clasp	2.00
Presidential Unit Citation (only if entitled to wear with star)	1.00
Navy Unit Commendation	1.00
Distinguished Unit Badge (Army)	1.00

In the case of Good Conduct Medals, an award may also be listed if it is anticipated that it will be earned by the terminal eligibility date.

Examination Score

One of the most important factors in being advanced is passing the examination—preferably with a top grade. Passing, as mentioned before, is absolutely necessary if you are to be advanced, regardless of your other multiple factors.

Your examination score is determined by the Naval Examining Center by the number of correct answers you have given. This is called the raw score, which is converted to a standard score which is then added to your final multiple.

Thus, your examination score is combined with the weighted credits for total serivce, for time in present pay grade, and for performance and awards to form the final multiple.

Each factor has already been described in detail, so let's see how the factors are added to produce the sum which is your final multiple and the number which either puts you over the top or on the passed but not advanced list.

Factor	Maximum Credit
Examination Score	80.00
Performance Factor	50.00
Total Active Service	20.00
Service in Pay Grade	20.00
Awards	10.00
	180.00

Advancement

Advancements to pay grades E-4 through E-9 are subject to ceiling control in all pay grades. Ceilings are determined by the Department of Defense. Whether or not you are advanced after passing the examination depends largely upon the actual and forecast number of vacancies in your rating and pay grade and on the maximum number of additional petty officers the authorized enlisted strength of the Navy can support.

Your final multiple standing determines whether or not you will be advanced, unless you are up for promotion to pay grades E-8 or E-9. Successful candidates for these rates are chosen by a selection board that meets annually.

In determining advancements for any rating, only candidates who participated in and passed the most recent Navy-wide examination for that rate are considered.

There is no limit to the number of administrative advancements of temporary officers who can be advanced to pay grade E-7 in their enlisted status. Administrative advancements made under this provision are not authorized to pay grades E-8 and E-9. Neither is there a limitation to pay grades E-2 and E-3.

Results of Examinations

Individual commands will be notified of the results of examinations for advancement by letter from the Commanding Officer, U. S. Naval Examining Center through pay grade E-7.

Notifications from the Naval Examining Center will also contain authority for change in rating to equal pay grade for personnel who participated for that purpose (with proper authorization) and who passed the examination.

Navymen who fail the examination are given a Profile Card which indicates their relative weak spots. This is intended to help them better prepare for subsequent examinations.

For advancement to chief petty officer, a BuPers

Notice in the 1430 series will also be issued, listing those candidates for pay grade E-7 who passed the examination and had a final multiple score high enough to authorize advancement.

A BuPers Notice in the 1430 series will also be distributed, listing candidates who have been selected for advancement to pay grades E-8 and E-9.

Authority to Advance

When your CO receives authorization from the Naval Examining Center, he may advance eligible personnel within the proper paths of advancement as follows:

Regular Navy and Naval Reserve on active duty—including TARs.

- To pay grades E-4, E-5, E-6 and E-7. (*Note*: There are separate ceilings for surface and air TARs.)

To pay grades E-8 and E-9 when notified by the Chief of Naval Personnel that advancement is authorized. This notification will be in the form of a letter from the Chief of Naval Personnel and a BuPers Notice in the 1430 series.

Navymen being advanced to pay grades E-5 and E-6 after 1 November 1965 must serve one year from the date of their advancement. Advancements to pay grades E-7, E-8 and E-9 require two years of obligated service.

If a man is separated after receiving authorization for advancement but before the date the advancement becomes effective, he can still be advanced provided he reenlists within 90 days.

Petty Officer Appointment Forms

Commanding officers will present Petty Officer Appointment Forms to enlisted personnel of the Regular Navy and the Naval Reserve upon advancement to petty officer grades.

The "date of rank" will be the effective date of advancement as indicated on the notification.

In the case of personnel advanced to E-7, it will be specified in the form that the advancement is an acting appointment. The Chief of Naval Personnel will issue certificates for changes in status to chief petty officer, permanent appointment, and to pay grades E-8 and E-9 in accordance with the provisions of Article C-7209, *BuPers Manual*.

Switching to Critical Ratings

If you are in a rating in which many pass the advancement examination but in which few are advanced, remember the law of supply and demand is still in effect.

The Navy constantly invites those who are qualified to switch from crowded ratings to critical ratings where advancement is faster. You can find complete details on how to travel from one path of advancement to another by reading BuPers Inst. 1440.27 series (SCORE Program), Bupers Inst. 1133.13 (STAR Program) and BuPers Inst. 1440.18 series (In-Service Training Program).

These references provide for a change to a less crowded rating through formal school and in-service training. In addition, the STAR and SCORE Programs provide for automatic advancement of the top percentage of the candidates on successful completion of formal schooling.

BuPers Inst. 1440.5 series and Article C-7213 of the *BuPers Manual* should be consulted if personnel are not qualified for any of the above programs, as well as for general information on rating changes.

As mentioned before, the best qualified in any rating are advanced within DOD ceilings. If well-qualified men in your rating are super-abundant, you would do well to switch to a rating where the demand for petty officers is high and the number of qualified men to fill the vacancies is low.

Check These References If You Have More Questions on Advancement

If you wish to become an undisputed expert on the subject of advancement in rating or if you just want to look up a point or two, here is a list of references which pertain to the advancement of enlisted Navymen:

Bureau of Naval Personnel Manual, 1959.

BuPers Inst. 1430.7 series—Subj: Advancement in Rating of Enlisted Personnel on Active Duty.

BuPers Inst. 1430.1 series—Subj: Advancement and Changes in Rate and Rating of Enlisted Personnel, U. S. Naval Reserve Not on Active Duty.

Manual of Qualifications for Advancement in Rating (NavPers 18068A).

Manual of E-8/E-9 Qualifications for Advancement in Rating (NavPers 18068A-1).

Training Publications for Advancement in Rating (NavPers 10052—current edition).

Listing of Training Manuals and Correspondence Courses (NavPers 10061—current edition).

BuPers Inst. 1440.5 series—Subj: Changes in rate and rating.

BuPers Inst. 1133.13 series—Subj: Selective Training and Retention (STAR) Program (provides for automatic advancement to pay grades E-4 or E-5).

BuPers Inst. 1440.27 series—Subj: Selective Conversion and Retention (SCORE) Program provides for automatic advancement to pay grades E-4 and E-5).

BuPers Inst. 1430.14 series—Subj: Automatic Advancements to Pay Grade E-4 for Certain Class A School Graduates.

When Applicable:

BuPers Notice 1418 (semi-annual) announcing scheduled dates of examinations for Navy-wide examinations in rating and, if applicable, modifications of normal administrative procedures.

BuPers Notice 1430 announcing names of personnel selected for advancement to pay grades E-7, E-8, E-9 and other selection board results on rate or rating conversion.

BuPers Notices/Instructions 1440 series announcing changes to rating structure/revisions to qualifications, etc.

CO Naval Examining Center, Great Lakes, Ill., rating advancement letters. These letters provide commanding officers with results of the Navy-wide examinations and authority for advancement or change in rating of eligible personnel, pay grades E-4 through E-7.

CO Naval Examining Center, Great Lakes, Ill., discrepancy data card. This card is forwarded to applicable commands requesting additional data be provided and/or corrected in cases of candidates for advancement or change in rating.

BuPers Inst. 1120.18 series—Subj: Procurement from in-service for appointment to Officer and Warrant Officer status in the U. S. Navy under the Integration, Warrant Officer, and Limited Duty Officer Programs; Information concerning.

FOUR STAR FORUM

Suppose You Were CNO for Sixty Minutes

Sea Duty for Officers

This is in response to your appeal for ideas for "Four-Star Forum."

I would institute a regulation requiring all officers who are specialists or in the staff corps (and who spend almost their entire careers ashore) to obtain a certain amount of experience afloat with the Fleet before they are promoted.

This duty could be on a TAD basis or permanent short-time basis between regular shore assignments.

It appears evident that a large segment of the officer corps, being continually assigned ashore, has little concept of the problems and conditions of life at sea.

As the trend toward specialization continues, it is likely that an ever-increasing percentage of officers will have even less inclination or opportunity to experience sea duty.

As commanding officer of a ship, I would welcome assignment of experienced specialists in the fields of engineering, law, communications, supply, etc., as technical advisers—even for a period of one month.

I believe that such assignments would heal the breach between sea and shore elements, promote greater understanding of mutual problems and, most significantly, improve the operational capability of our ships.

After all, there's nothing in the Navy more important than its basic mission—sea duty.

T. E. Jackson, CDR, USN
Commanding Officer
USS Wedderburn (DD 684)

Setting a High Standard

As a positive approach to enhance morale, increase enlistments and reenlistments, and insure the procurement and retention of high caliber personnel, I would implement the following policies if I were CNO for 60 minutes.

Let us say to a man: "If you meet our high standards, we will permit you to enlist in the Navy for four or six years." Let us not say: "Please enlist in the Navy for two or three years to see if you like us, and we promise you your choice of rating, school and duty station."

Let us not say to a man: "You are better than your fellow petty officer; we will pay you proficiency pay." Let us say: "You are an excellent petty officer; we will advance you in rating."

Let us not say to a man: "You are better than your fellow E-7s; we will advance you to E-8 or E-9." Let us say: "You are an outstanding (or superior) E-7; we will appoint you to WO or LDO."

Let us not say to E-1s through E-4s: "You are in the Navy and all rights and privileges are yours." Let us say: "As you attain higher rates, you will earn additional privileges."

Above all, at the onset of each enlistment, let us say to a man: "These are *Navy Regulations*—any serious infractions will bring immediate discharge." Let us not say by our actions: "These are *Navy Regulations;* we will continue to tolerate infractions to the extent that our brigs and disciplinary barracks are kept filled at taxpayers' expense."

W. J. Huttig, CWO, USN
NAS, Memphis, Tenn.

DISTINGUISHED GROUP—*Several former Chiefs of Naval Operations and high officials gathered with Admiral David L. McDonald, Chief of Naval Operations, to observe the 50th anniversary of the office of CNO.*

Photographed with the recently authorized CNO personal flag are (left to right) Admiral Robert B. Carney, who served as CNO from 1953 to 1955; Secretary of the Navy Paul H. Nitze; Admiral McDonald; Admiral Arthur W. Radford, former chairman of the Joint Chiefs of Staff; Admiral Louis E. Denfeld, CNO from 1947-1949; Dr. Thomas W. McKnew, who proposed the initial flag design; Admiral William M. Fechteler, CNO from 1951 to 1953; Admiral Harold R. Stark, who held that office from 1939 to 1942; and Admiral Arleigh A. Burke, CNO from 1955 to 1961.

Fifteen admirals and two Fleet admirals have served as Chief of Naval Operations since 1915. Two former CNOs, unable to attend the ceremony because of the distance from Washington, were Admiral George W. Anderson, who is now Ambassador to Portugal, and Fleet Admiral Chester W. Nimitz, whose home is in California.—(Photo by R. S. Oakes.)

Steward Administrators

It is with great pride and personal interest that I take this opportunity to express my ideas for improving the Stewards' position in the U.S. Navy.

Implement Stewards as Warrant Officers, Division Officers in their field, as follows:

W-1 Supervisor of Officers' Messes Ashore and Afloat

W-2 Caterer of Officers' Messes Ashore and Afloat

W-3 Caterer and Treasurer, Officers' Messes (Closed) Ashore and Afloat

W-4 Caterer and Treasurer, Offi-

cers' Messes (Closed) Ashore and Afloat.

Remove the Steward rating from the Supply Department (with some exceptions) and place it under Administration afloat and ashore, as follows:

Ashore—Administration Department BOQ

Afloat—Steward Department X-1 Division

In some cases the steward rating should remain a part of Supply due to functions.

BuPers Instruction 1120.18J states that Stewards may advance to Supply Clerk; however, when they are recommended, they are the last to be considered for such billets because the selection board feels that they are not as well qualified. Recommended Stewards would be fully qualified to become Warrant Mess Caterers of BOQs, wardroom messes on carriers, etc.

Provisions for advancement of Stewards to warrant status as mess caterers would give the Navy men with the desired know-how of experienced mess managers and caterers. At present, the senior enlisted Stewards, many of whom have the knowledge and ability, are blocked by not having a broader goal in the Stewards' field of advancement in the Navy.

Navywide, these messes ashore and afloat implementing this suggestion would save manpower and hours of Supply and Line officers who at present are serving throughout the Navy as BOQ officers and mess caterers. These young officers would be able to devote their full duties to jobs relating to their designators if the above steps were to be initiated. The Navy would take a great step forward in the field of equal opportunity for the Steward rating.

B. T. Blue, SDCS, USN
BuPers

Communications Overseas

In reply to your article on "Four-Star Forum," I would like to submit these suggestions. If ever I should be CNO, even for just 60 minutes, I would:

Issue orders and make provisions for Navy personnel to learn as much as possible of the language, customs and traditions of a foreign country before reporting there for duty. The longer an individual stays on an assignment, the more he should know and be concerned with these very

important factors. This would give the naval service a much better standing among the peoples of the world and, in consequence, a better name for our country.

Set a higher standard for the intellectual capacity of an individual before admitting him to the service. This standard should be high enough to make sure "below-average" persons will not qualify for any length of "hitch" in the service. This step would help make a man proud to be called a sailor. For the same reason cadets of the various military academies (West Point, Naval Academy, Air Force Academy and Coast Guard Academy) are proud to let the whole world know that they are cadets, because they know that not "everybody" can be like them.

Benny M. Javier, MM3, USN
USS Tutuila (ARG 4)

Opening Up the Rates

If I were CNO, I believe I would do something about the opening up of the non-critical rates that make up the backbone of today's Navy. I refer to the unsung heroes of time and effort, Joe Common, such as BMs, SDs, BTs and HMs.

I think that this could be handled by a mandatory out on 20 for E-6 and under, and only allowing E-7 to stay longer if they are in a critical area or job and/or if they are to be promoted to E-8 from their last exam.

My reason for doing this is that these rates are top-heavy and there isn't anything more disheartening to a career sailor in these rates than to watch men in other rates make rate from E-2 to E-6 in the amount of time it takes them to be quota'd six or eight times for E-5. It not only is disheartening, but it is causing a lot of career sailors to quit at 10 and 12 years' service. I don't believe the Navy can really afford to lose the benefit of these well trained petty officers.

J. B. Nix, HM3, USN
NS Treasure Island, Calif.

Steady As You Go

I like the Navy as it is; don't change a thing.

John R. Kocher, YN2, USN
USS Fulton (AS 11)

This Is Your Opportunity

Do you have a pet project that you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.

Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.

What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?

With the blessings of the Chief of Naval Personnel, CNO and SecNav, All Hands *is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?*

The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D. C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters. (If you prefer that you be identified by initials only, please so indicate.)

This is a golden opportunity to provide a forum for your ideas.

The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy.

Here is the first installment. Keep your ideas coming.

LETTERS TO THE EDITOR

Vietnam or Shore Duty

SIR: When the Navy sent out a request for volunteers for Vietnam, we responded. This was in April, after we had previously extended two years for stateside shore duty.

We would like to go to Vietnam because we joined the Navy to serve our country to our greatest capability.

Since we are scheduled for rotation in September, we would like to know what our comparative chances are—Vietnam or stateside shore duty.—D. C. W. ABH3, USN and I. J. D., ABH3, USN.

• *The response to Alnav 15, requesting volunteers for duty in Vietnam was overwhelming. Since the number of volunteers far exceeded the present need for Navymen in Vietnam, we suggest that, unless there is a change in the Vietnam situation, you plan on normal rotation placing you on shore duty when it comes due.*—ED.

Keep It Complete, Accurate, Lucid

SIR: As Navigator aboard a tank landing ship, I would like to know the correct wording of the midwatch entry that describes the location of a ship when she is moored next to another ship which is moored to a pier.

To illustrate, here are some entries from our log:

00-04. Moored port side to USS *Nye County* (LST 1067) with standard mooring lines doubled in a nest of two tank landing ships. *Nye County* moored port side to pier 57E, U. S. Naval Amphibious Base, Little Creek, Va. Etc. . .

00-04. Moored port side to USS *Nye County* (LST 1067) with standard mooring lines doubled. *Nye County* moored port side to pier 57E, U. S. Naval Amphibious Base, Little Creek, Va. Etc . . .

00-04. Moored port side to USS *Nye County* (LST 1067) at pier 57E, U. S. Naval Amphibious Base, Little Creek, Va., with standard mooring lines doubled. Etc . . .

Which of these is correct? Also, are ships, when moored together at a pier, considered a nest?—J. A. D., LTJG, USN.

• *To answer your last question first, yes. When one or more ships are moored alongside another ship that is moored to a pier, they are a nest.*

As to a standard wording in a log, there is none. All entries will be acceptable if they are complete, accurate, clear and legible and in standard naval phraseology. In other words, the idea is merely to get the point across.

When you identify your ship's location, make sure you indicate the specific berth area, the geographical location and the identity and mooring position of all ships in the nest. How this will be worded is up to officer on watch.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

Navy Hymn Needs No Help

SIR: About the theme song of the television show "Navy Log" of a few years back—how did this become the Navy Hymn?—J. F.

• *It didn't. The Navy Hymn became the theme song of "Navy Log," since the hymn antedated radio and television by a good many years. Here's the story:*

The original words were written by a schoolmaster and Church of England clergyman, Reverend William Whiting. In his earlier years, Reverend Whiting had been rather shaken by a Mediterranean storm, and his experiences inspired him to write, in 1860, "Eternal Father, Strong to Save."

In the following year, the words were put to music by another English clergyman, Reverend John B. Dykes. He was, we presume, quite impressed with the hymn, and adapted the words to a tune he originally had written as "Melita" (the ancient name for the Mediterranean island of Malta).

Reverend Dykes, as you may recall, is credited with several other well-known hymns, including "Holy, Holy, Holy" and "Lead, Kindly Light," to name but two.

In 1879 at the U. S. Naval Academy, Lieutenant Commander Charles J. Train, who was in charge of the Midshipmen's Choir, inaugurated the practice of concluding each Sunday's Divine Service with a choral arrangement of this hymn. It continues today.

Through the years, the song became known as the Navy Hymn, not only in the U. S. Navy, but the British Commonwealth Navies and, more recently, the French Navy.

The words in some verses were changed as certain aspects of our culture progressed—especially transportation. From another hymn ("Lord, Guard and Guide the Men Who Fly"), another verse was added and became what is known as the Naval Aviation version. It is this version and the original first verse which the Naval Aviation Cadet Choir sang on the sound track of the "Navy Log" television films.—ED.

AFE Medal List Not Issued

SIR: What is the current status of the listing of ships eligible for award of the Armed Forces Expeditionary Medal for service in the Cuban crisis?—H. A. G., YN3, USN

• *Sorry, the list of ships and units eligible for the AFE medal has not yet been published. When it is, it will be given wide dissemination throughout the Navy.*—ED.

Armed Forces Expeditionary Medal

SIR: In 1960 I served aboard USS *Frank Knox* (DDR 742) which became eligible for the Armed Forces Expeditionary Medal. I didn't know this until almost four years later, when I found out about it from an ALL HANDS article. It was at that time that I first learned my old ship was eligible for the medal.

Who goofed? I may have, but I don't think so. As I see it, it's the responsibility of the ship's office to keep me up to date. I depended on them, and they didn't deliver.—T. W., ST1, USN.

• *We suspect this is one more instance in which the ship's office is unjustly accused.*

In the first place, though your service occurred in 1960, during the Quemoy and Matsu Islands expedition, the list of awards (which included Frank Knox*) was not published until June 1964. You saw the announcement in the July issue, probably less than two weeks after the* Frank Knox *Navymen got the word.*

Take a look at the situation. You had left Frank Knox *at the end of 1960 for shore duty, some three and one-half years before the awards list was published. By 1964 there were probably few, if any, men left on board who were attached to the ship in March and April 1960.*

We're aware of course that Frank Knox, *like most commands, keeps a dead card file on men who have been transferred, but it doesn't keep the list*

forever. Even if the ship's office did know your assignment following Frank Knox, *it wouldn't know where you are at the present. From the return address on your letter we see you have since been transferred again, perhaps more than once. It would be quite a job for the* Knox *personnel office to track down everyone who was eligible for the award. Furthermore, we can't see why they should be under any obligation to do so.*

It would be equally difficult for your personnelman at your present station to go through all the service records and check them against the list of ships eligible for the award.

If we read BuPers Notice 1650 of 9 Jun 1964 correctly, a ship is required to procure the ribbons only for those men who rate them and are still on board. Men who have been transferred are on their own.

It's not as though you were forced to keep track of many obscure and incomprehensible instructions and notices. You were on Frank Knox, *you know where she had been, and you think you are eligible for the medal. The awards list is given wide publicity when published. You saw your ship listed in* ALL HANDS *so you must have been looking for it.*

All you have to do is go to your personnel office and tell them you think you are eligible; they'll take care of the rest. They're a competent group and eager to help you.—ED.

MOUNT ETNA, home of legendary Cyclops, makes an icy background for plane attached to Patrol Squadron 11. Plane is symbolically called *Pegasus.*

You Earn Two; You Get Two

SIR: As a graduate of radioman "B" school and the teletype school, I had hoped to receive two job code numbers: RM-2342 (teletype repair) and RM-2356 (electronic communications operator and repairman).

According to our chief yeoman, however, I cannot have two job code numbers in the repair field. He explained that I could have the 2342 which takes precedence over the 2356, but I couldn't have both.

I later talked it over with the other radiomen in our Comm Shack. We came up with the general opinion that there was nothing wrong with having a 2356 and a 2342, and that the yeoman may be misinterpreting the instruction.

So what do you say? Can I hold these two job code numbers even though both are in the repair field?—G. L. M., RM2, USN.

• *On the basis of information you have supplied us, you can have both. But before we go any further, we'd like to get one point clear. We looked in the "Navy Enlisted Classification Manual"*

Amphibious Operations—Weather or Not

SIR: Your article, "Forecasting the Weather Down Through the Years," in the March 1965 issue of ALL HANDS contained a paragraph concerning amphibious operations under the heading "Navy Weather to the Fleet." The statements made in this paragraph are somewhat misleading; in fact, the statement that "atmospheric conditions such as fog could stop the entire action" is not true in light of present day technological and operational advancements.

Fog is actually a desirable atmospheric condition during an amphibious assault because it provides excellent concealment of landing craft from the enemy. The amphibious task force is equipped with navigational aids which insure accurate vectoring of landing craft to the beach during periods of restricted visibility.

Cloud cover might restrict or prevent air cover; however, naval gunfire support from cruisers, destroyers and rocket-firing ships (LSMR) has the capability of neutralizing shore defenses before the actual landing of forces.

The Navy-Marine Corps team concept of amphibious operations is one of capability, flexibility and versatility. If weather and surf conditions in the amphibious objective area are "good," Marines and their heavy equipment would be projected ashore in the traditional and proven manner, using all sizes of landing craft, from the small LCVP to the large LCU, as well as assault by vertical envelopment.

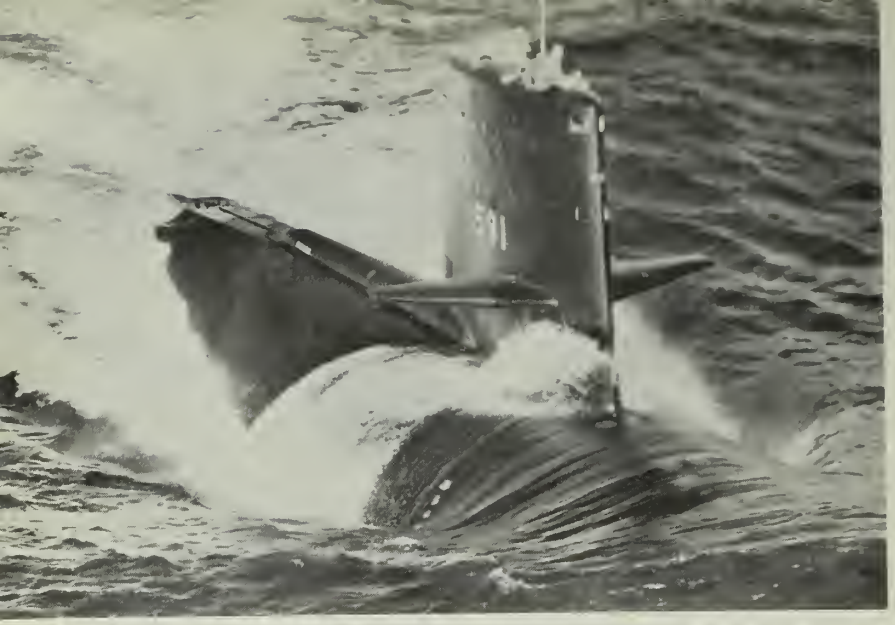
If "unfavorable" weather is encountered, the large landing craft would be used along with the vertical envelopment team. Finally, if weather, sea and surf conditions are "adverse" enough to prohibit the use of amphibious landing craft at a preselected H-hour, the Marines would be projected ashore entirely by vertical envelopment and followed up later with supporting heavy equipment.

Before and during an actual amphibious assault, the amphibious task force commander has the flexibility of choosing *when, where* and *how* the assault will take place. He can preselect a period of favorable weather that will always insure a successful amphibious operation. The amphibious task force has the capability and flexibility to take advantage of the weather and insure a successful Navy-Marine Corps team amphibious assault.

The task force meteorologist must continually advise the commander of all the many environmental factors which might affect the operation. In many instances, he is not only asked for routine weather/oceanographic advice, but also for his personal recommendation as relating to the decision-making process of the commander. The meteorologist must have a thorough understanding of the concept of amphibious operations, as well as familiarity with the capability of each unit in the force.

The general impression that a successful amphibious operation requires "good" weather and oceanographic conditions is not valid today. Our country must continue to rely on seapower and the proven Navy-Marine Corps team concept of amphibious assault.—CAPT M. Kelly, USN, Chief of Staff, COMPHIBLANT.

• *Thank you for your correction and amplification of the role of the amphibious forces. As frequently stated in the past,* ALL HANDS *and its readers depend to a large extent upon comments by authorities to keep us up to date. And on our toes.*—ED.



NEW PENNANT—*USS Shark* (SSN 591) flies Navy Unit Commendation pennant, one of three awards given to submarine and crew for ASW performance.

(NavPers 1510H) and couldn't find the RM-2356. We did, however, find the code to which you refer. It isn't 2356, but 2346 (electronic communication equipment operator/repairman).

If you meet the qualifications, ask your command to submit a request as stated in the Manual. They'll know what to do. (Incidentally, RM "B" school is not a requirement for this code.)

It's possible to hold two codes in the repair field. However, some codes are related, and if you hold one you cannot hold the other. Check the Code Relationship Index of the NEC Manual for more on this.

If you are recommended for RM-2342 and this recommendation is approved, you would be coded RM-2342/RM-2346, since RM-2342 is accorded a higher priority. Both NECs, however, are considered when you come up for your next assignment.—ED.

Ordnance Disposal

SIR: This is in reference to a photograph you printed in the April 1965 issue on page 26, which shows, supposedly, an aviation ordnanceman opening a WW II Japanese grenade for inspection after it was found on a vacant lot.

We noted this photograph with interest, since it is our mission here at the Naval Explosive Ordnance Disposal School to train men from all services in the techniques for safely disarming and disposing of all types of ordnance.

In the interest of safety and veracity, please note that the procedure illustrated in this photograph is not recommended. It presents great danger to the man concerned, and could be potentially dangerous for other personnel who assume the illustrated procedure to be correct and authorized.

When an ordnance item is found it should be taken to a safe disposal area—by ordnance experts trained for this job. If there is a need to diasssemble it, this should be accomplished by a remote method only.

Ordnance items should never be stripped for souvenir purposes, because this is dangerous and involves needless risk. They are sometimes disassembled for intelligence or other official purposes, however, but as stated, this should be accomplished only by remote methods. The item in your photograph, incidentally, has no intelligence value.

Furthermore, the "flack jumper" and face shield worn by the ordnanceman provides little or no protection to his arms in the event of a detonation. The face shield may be good for morale purposes, but its value ends there.

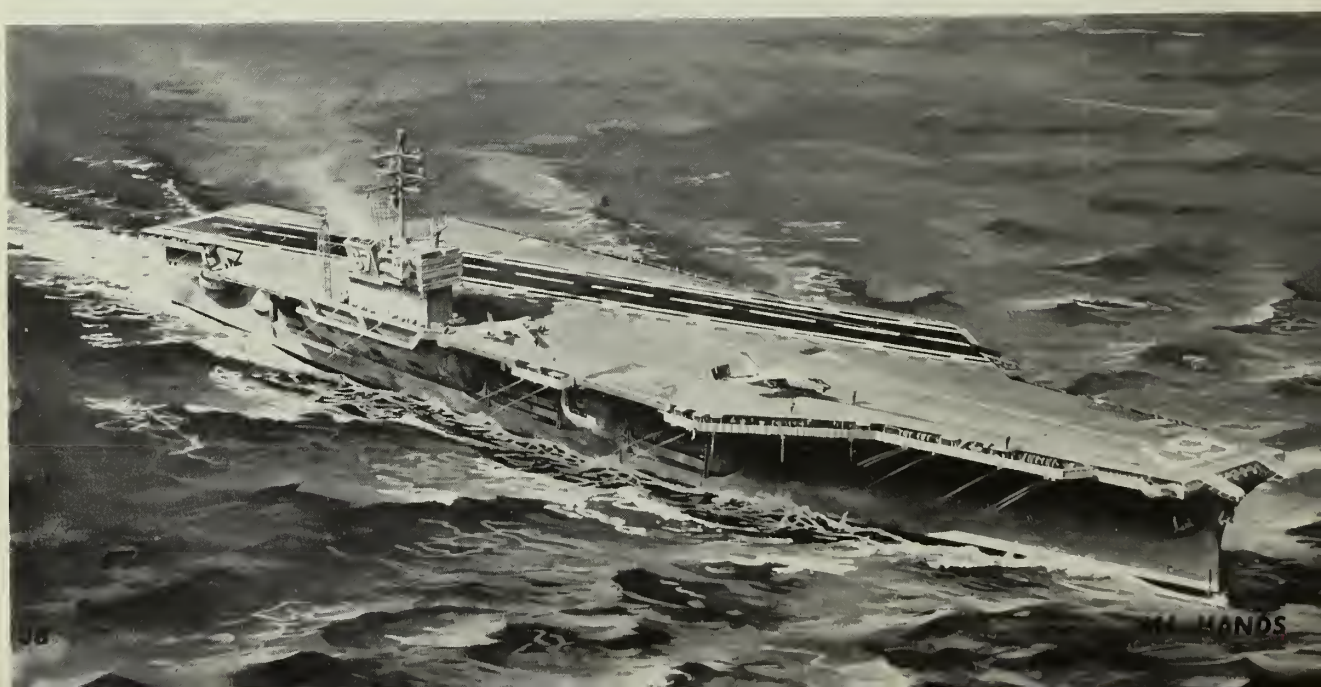
The photo shows this ordnanceman twisting a component with pliers. Friction created by turning threaded components imbedded in explosives could be dangerous. Age and climatic conditions to which the grenade has probably been subjected are additional factors worthy of consideration. Hazardous conditions exist when an impinged striker in a primer is disturbed by any movement.

These comments are submitted for information purposes only.—J. C. Peeler, CDR, USN, CO U. S. Naval School, Explosive Ordnance Disposal.

• *Thank you for taking the time to write on this matter, Commander. It appears the photo caption should have read "how NOT to inspect a grenade."*

We do not know whether the job was actually accomplished as shown in the photo. If it were, we conclude—based

FORRESTAL CLASS carrier *USS John F. Kennedy* (CVA 67) is under construction, scheduled for completion in 1968.



POWERFUL FAMILY—Task Group 76.5 was photographed recently while on 7th Fleet operations in South China Sea.

on your very reasonable-sounding comments—that there's an extremely fortunate A01 in the Navy today.

From our experience, however, we would lay odds that the photo was posed in this dramatic manner by someone with an expired poet's license and that, hopefully, it constitutes a false reenactment of the job as it was actually performed.

But we still are happy to print your information in the event someone might decide to imitate the procedure shown. —Ed.

Study Under Controlled Conditions

Sir: In February 1965, All Hands said "correspondence courses cannot and are not intended to be given under controlled conditions." I would like to know if this statement is contained in any official instruction or notice.

Here's the situation: A man on board our ship was ordered to complete a correspondence course and submit his lessons at specified times. If he refuses, his division officer intends to restrict him to the ship.

An order of this nature sounds like "controlled conditions" to us. In light of your statement, is the order legitimate? —A. D. S., PN3, usn.

• *It's legal. You (and your friend) misinterpreted the phrase "controlled conditions."*

The "controlled conditions" mentioned in All Hands *refer to aspects such as are found in competitive examinations (monitoring, working against the clock, closed book and so forth). It does not refer to the authority of a command to prescribe training for the members of its crew.*

Article 0710, "Navy Regulations," imposes upon each commanding officer the responsiblility for training and educating the men under his command. The Chief of Naval Personnel does not restrict the authority of the commanding officer (the division officer is the CO's representative in this case) to establish such lawful regulations as he sees fit to meet this responsibility.

In other words, it is entirely legal for the division officer to require his men to complete correspondence courses.

Incidentally, you made reference to restriction by the man's division officer. Restriction can only be imposed by the CO. The correct term is extra instruction. *The results are very similar.*—Ed.

Advancement of Waves

Sir: I have heard some Navymen declare that advancement in the Navy is faster for Waves because they are women. I have also heard some Waves assert that to put a "W" on the answer card means curtains for them as far as advancement opportunities are concerned.

Are Waves lucky to be women when exam time rolls around? The men say yes and the women say no, so which is it?—A. T. K., YN1, usn (Wave!).

• *The Exam Center's computers, being of the neuter gender, do not concern themselves with the sex of individuals whose cards are being scored. No preferential treatment is afforded either males or females. The final multiple is what counts.*—Ed.

Now You Know Where You Were

Sir: In 1945 I was assigned, on a temporary basis, to Submarine Division 73 at Key West, Fla. My discharge indicates that I was assigned to the *R-11* (SS 88) but that vessel was supposed to be non-existent except for pay purposes.

The only sub I was aboard during this assignment was *Catfish* (SS 339). A friend of mine has a book which, he says, indicates *Catfish* never left the Pacific during this period.

I am positive that *Catfish* was assigned to Key West for at least several months in 1945. Would you help me to clear up this matter?—J. H. S.

• *Although we're in the dark as to why your discharge should indicate you were assigned to the submarine* R-11 *when you were actually in* Catfish, *we did find that, contrary to your supposition,* R-11 *really existed. She was commissioned on 5 Sep 1919 and was one of 27 submarines having numbers prefixed by the letter R instead of names. The ship never saw enemy action but spent much of her time on training operations and patrol.*

Although R-11 *was built on the East Coast, most of her life was spent in the Pacific. She made several round trips between California and Hawaii, returning for the last time to San Diego in December 1930. From there, she departed for a final trip to the East Coast.*

Except for an overhaul period, the vessel was used for training purposes throughout the remainder of her service in the Navy. In March 1946 she was sold.

As to Catfish, *your friend was wrong about her not being in Key West in 1945. She did, in fact, operate between Port Everglades and Key West from 4 May 1945 to 30 May 1945 when she left Key West en route to the Canal Zone and the Pacific area for deployment.*—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370 four months in advance.

• uss *Joseph T. Dickman* (APA 13)—A reunion will be held at the Traymore Hotel, Atlantic City, N. J., on 31 July. For more information, write to Philip V. LaBriola, 1100 Hunters' Lane, Oreland, Pa. 19075.

• *82nd Seabees, 519 CBMU*—The 19th reunion is scheduled for 17-18 September at the Adolphus Hotel, Dallas, Texas. For details, write to James Greenwood, RR 1, Box 226, Forked River, N. J. 08731.

Indisputably, an Experience

SIR: As ALL HANDS has stated many times in the past, the only way to determine if your ship has set a record is to run your claim up the flagpole. So here goes:

When I was stationed on board USS *Current* (ARS 22) in the Pacific in 1962, we once deployed with five water barges in tow striking a course for Pusan, Korea. We were at sea for 36 days en route (how's that for longest time at sea for a ship our size?). We replenished at sea three times on the trip (a most in our category?), and some say that we trailed the longest tow in history for a ship our size (correct?).

Regardless, it was an unforgettable experience!—R. R. G., EN3, USN.

• *Sounds like an (at-)sea story to us. You must have had quite a (water) drinking crew to require five barges (right?). We will confirm portions of your story (here goes): There is such a ship as* USS Current *(ARS 22), there is a Pacific Ocean, there is a Pusan, Korea, and we've heard of water barges (any arguments?). Anyone have anything to add?*—ED.

Is Arizona in Commission?

SIR: Perhaps you could help end a debate which has arisen recently aboard ship.

We have a man on board whose brother went down with USS *Arizona* (BB 39) at Pearl Harbor. This man insists she is out of commission.

On the other hand, I believe it is still in commission. For one thing, they raise and lower the ensign each day at the *Arizona* memorial. Who's right? —P. E. M., RD3, USN.

• *We would like to come through with a hard and fast, yes or no answer.*

Arizona *usually receives passing honors, and an ensign flies over the memorial. On the other hand, though ships are not formally decommissioned when sunk, they are stricken from the Navy lists and considered out of commission.*

Perhaps it might help to quote Admiral Arthur Radford, then Commander in Chief of the U. S. Pacific Fleet, when he said in an act of remembrance on 7 Mar 1950: "From this day on, USS Arizona *will again fly our country's flag just as proudly as she did on the morning of 7 Dec 1941. I am sure* Arizona's *crew will know and appreciate what we are doing."*

As you know, the half-submerged hulk of Arizona now lies at Pearl Harbor with its flag at half mast as a permanent memorial. Each day the flag is raised and lowered as are the colors of any active ship of the fleet.

She might be considered in "commemorative" commission. Ships voluntarily pay her honors.

Sorry we can't be specific.—ED.

INSPECTIONS at Naval Photographic Center usually go smoothly, unless one forgets proper military bearing. Inspecting officer Captain Martin P. NcNair gives instruction in inspection etiquette to Danny Sorensen, age 4.

THE INSPECTING officer looks at each sailor individually, commending those whose uniforms stand out. Lorna Sorensen, age 5, gets a "Well Done" from Captain McNair. The junior sailors belong to Thomas Sorensen, PH2.

More on Ships' Names

SIR: Your account of some Navy firsts in ships' names was most interesting. With relation to *The Sullivans* (DD 537) being the first U. S. Navy ship to be given a plural name, you are technically correct since the name is pluralized.

The Sullivans, however, is not the first ship to be named after more than one person. USS *John Rodgers* (DD 574) was named for three distinguished naval officers of the same first and family name, a commodore, rear admiral and a commander. Others also were named for more than one person but USS *Nicholson* (DD 442) equals *The Sullivans* in number, having been named for five Navymen: Captains Samuel, John and James Nicholson; Commodore William and RADM J. W. A. Nicholson.

On the general subject of firsts in ships' names, I believe the destroyer tender *Hamul* (AD 20) may have been possibly not only the first but the only ship to have a misspelled name.

Hamul was originally a stores ship (AK), which are named for counties in the U. S. and for astronomical bodies. Somewhere along the line, the star named Hamal (alpha Areitis) became *Hamul* and AD 20 acquired and kept the only misspelled ship name in the U. S. Navy.—W. V. Combs, RADM, USN.

• *Thank you, Sir, for the interesting sidelight on* Hamul. *We note that you have conditioned your remarks by adding "possibly" to those two magic words:* First *and* Only. ALL HANDS *has learned, by hard experience, that this is the wisest move. Samples of other magic words are: most, least, biggest, smallest—in fact, any word that smacks of the unique or the superlative.*

These are fighting words for our indefatigable friends of the Naval History Division. They just can't let a challenge of this nature go by.

For example, they point out that all the ships named Bonita *have been named for a species of fish allied to the mackerel. The proper spelling is believed to be "Bonito." The check list of names of fish compiled by the Department of Commerce, Bureau of Fisheries, also gives "Bonito" as the correct spelling. Both spellings are given in the dictionary, however, and if you want to push the matter further, the "Encyclopedia Britannica" lists in the index bonita (fish), but refers to Bonito, under which name a description of the fish is given.*

Another commonly misspelled ship's name is that of Merrimack, *the screw steamer that became* CSS Virginia. Merrimack *has been spelled with the "k" omitted on numerous occasions, but the correct spelling is with the "k." The name* Merrimack *was assigned on 23 Sep 1854 in a letter signed by Kent Ball. On 31 Aug 1937, the Secretary of the Navy reaffirmed the spelling of* Merrimack *with a "k." There is also* USS Du Pont *(DD 941). She was originally assigned as one word spelled "Dupont" on 3 Apr 1956. The name was later corrected by SecNav Notice 5030 of 16 Aug 1956 to two words.*

In that same article on ship's names, there was a claim the USS Osmond Ingram *(DD 225) was the first U. S. Navy ship to be named for an enlisted man.*

ALL HANDS *stands corrected. As of the moment we are nominating* USS Ellis *(DD 154) as one of the earliest. According to Vol. II of the "Dictionary of American Naval Fighting Ships" George H. Ellis was a chief yeoman killed in 1898 while serving in* Brooklyn *during the battle of Santiago, and DD 154 was named in his honor. Also as of the moment, we can't swear to the preceding 153 DDS.*—ED.

Final Duty Station

SIR: Your recent article on the Fleet Reserve was quite informative and interesting. However, I face a situation for which I don't know the answer.

I will be eligible for transfer to the Fleet Reserve in July 1967 with 19 years and six months of day for day service. But my shore duty tour completion date is in January 1967.

If I submit request for transfer to the Fleet Reserve one year in advance (July 1966) and it is approved, should I expect to be rotated back to sea duty? Or would I finish my 20 here at my present duty station?—J. E. B., HMC, USN.

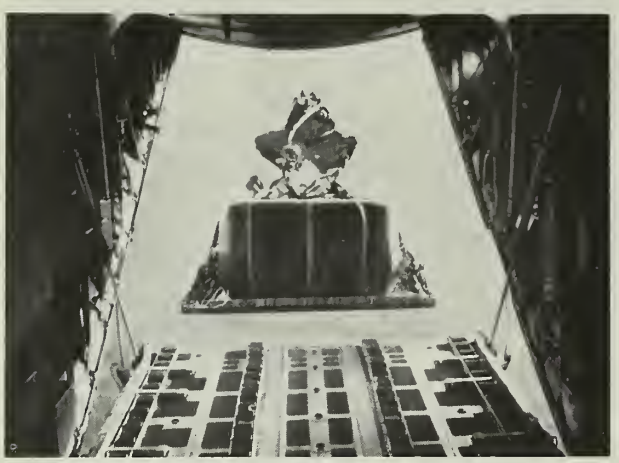
• *No need to pack your seabag, Chief. You will remain at your present duty station. Current BuPers policy allows certain personnel who become eligible for transfer to the Fleet Reserve to remain at their present duty station. This applies only to those who will transfer to the Fleet Reserve with 19 years and six months and whose transfer is scheduled within six months or less after their tour completion date.*

Before this policy was in effect, however, you could only transfer at the time of your TCD or after you had served one year at your next duty station.

For those who may have requested transfer to the Fleet Reserve before this policy was in effect, the old ruling still applies. This change in policy is not retroactive.—ED.

SERVICESCOPE

Brief news items about other branches of the armed services.



FOUR FUEL cells containing 500 gallons each are dropped from C-130 cargo plane to ground forces during exercise. Seven-ton drop is made with pallet and heavy parachute.

THE WORLD'S LARGEST balloon completed its flight recently when the Air Force recovered 450 pounds of instruments which the balloon had lifted over the western United States. The 13.5-million cubic foot balloon took its payload up to a record 142,000 feet.

Beginning near Chico, Calif., the 26-hour flight was launched by the Air Force Cambridge Research Laboratories. The payload consisted of instruments designed to measure temperature, density and atmospheric pressure at high altitudes. Telemetry equipment radioed the information back to the ground, and a command receiver was used for flight control. At the end of the flight, the payload parachuted back to earth and was recovered near Logandale, Nev.

At launch, the polyethylene balloon was 450 feet long with its payload of instruments attached to a 100-foot parachute train. It took the balloon nearly four and one-half hours to reach its ceiling of some 27 miles.

As it approached its maximum altitude, the balloon became pumpkin-shaped. The decreased atmospheric pressure caused the volume of helium to expand 431 times; the balloon's diameter became 330 feet while its height shrank to 270 feet.

The flight was part of a research program to design and develop balloon platforms capable of carrying instrument payloads of 400 to 1000 pounds to altitudes above 100,000 feet.

★ ★ ★

ARMY NONCOMS will be wearing different insignia and answering to new titles beginning 1 September of this year.

Sergeants major, who are the highest noncommissioned officers in the Army, will wear a wreath around the star in the present E-9 insignia.

Men in grade E-3 will answer to the title of lance corporal instead of private first class as is now the case. The PFC chevron and title will be authorized for grade E-2—the first step up the promotion ladder.

In the E-9 grade, Army men such as operations sergeants or administrative and maintenance personnel will have the new title of chief master sergeant. Their insignia, however, will not change. The title or insignia of grade E-8 (first sergeant and master sergeant) will not be changed.

Only one insignia will be authorized for each of the grades E-7, E-6 and E-5 and the titles used will be sergeant first class, staff sergeant and sergeant, respectively. Under the old system, it was possible for two men of the same grade to have differing insignia.

After 1 Sep 1965, the only Army personnel not authorized to wear grade insignia will be privates. The specialist grades E-8 and E-9 will be eliminated since no positions have ever been authorized.

★ ★ ★

A HIGH VACUUM test chamber that will simulate space environment and altitudes up to 990,000 feet is being constructed for the Air Force. The chamber will be used to test space equipment in simulated conditions heretofore not available in a comparable ground test facility of this size.

It will give the Air Force greater assurance that equipment launched into space will operate effectively.

Experimental space equipment up to 17 feet in diameter can be lowered into the work area of the chamber by removing the five-ton lid. Scientists will be able to observe and photograph reactions to the tests through six viewing ports.

The chamber has a temperature capability of minus 320 degrees F, which compares with space temperatures.

★ ★ ★

A NEW HEAVY equipment transporter (HET) is being devised by the U. S. Army and will be used jointly with the West German Army.

Both armies are working on the project, and later this year both will consider the results and merge them into a single joint HET for development.

The HET will be designed to carry the new U.S./German Main Battle Tank as well as general cargo. It will have at least 400 horsepower. It will be sufficiently maneuverable to negotiate 30-foot intersecting streets, and its axle loads will be less than 25,000 pounds.

The HET will be produced both in Germany and the United States, it has been announced.

M-48 ARMY TANK and jeep sit on mockup of cargo compartment during tests of load capacities of new airplane.

STRATEGIC AIR COMMAND is slated to receive 17 EC-135Cs to replace KC-135 airborne command post aircraft. New model features increased takeoff and flight performance, improved communications for greater effectiveness.

THE PROPULSION SYSTEM and structure of a hypersonic anti-missile missile called *Sprint* has been successfully tested by the Army at the White Sands Missile Range in New Mexico.

Sprint was launched in a developmental test firing from an above-ground launcher although it is designed for launching from underground cells. Tests of the launch cell ejection system had previously been made and were successful.

The *Sprint* is being developed as an interceptor missile for the *Nike-X* missile defense system to destroy attacking ICBMs and IRBMs launched from submarines.

★ ★ ★

AN ELECTRONIC DEVICE which works like—but doesn't look like—the human ear has been developed by the Air Force. Furthermore, an attached computer behaves suspiciously like the section of the human brain which deciphers and interprets sounds.

The ear is part of an Air Force effort to contrive a speech recognition machine. Such a device would eventually lead to phonetic typewriters (forget the touch system but be sure to articulate clearly), voice-controlled machine operations and automatic language translation.

An operational gadget which would perform such feats is quite some time away, according to researchers.

Investigators are working with the smallest distinguishable units of speech, called phonemes (pronounced "foe-neem"). Speech recognition by phonemes seems to offer the simplest approach for handling a large vocabulary. If a system were based upon recognition of syllables, a much more complex device would be needed. There are only 40 phonemes, but something like 2000 distinct syllable sounds.

Within the machine . . . ear . . . each phoneme is isolated and its characteristic features identified. Then, decision circuits in the computer weigh all the features of the sound and recognize the phoneme. Output of the machine can be in a binary code.

In the current program a network of 500 electronic neuron models has been constructed. These are preceded by a bank of 19 filters which simulate the frequency response of the human cochlea (spiral section of the inner ear). In addition to responding like a biological auditory system, the speech processing device demonstrates logic functions.

★ ★ ★

A MOBILE SEA water distillation unit, developed by the Army Engineer Research and Development Laboratories, Ft. Belvoir, Va., has been earmarked to replace three other units in the Army supply system.

The unit will produce drinking water from sea or brackish water at a rate of 150 gallons per hour. Capabilities include making fresh water from chemically or radioactively contaminated sources.

Made of aluminum, the 3000-pound unit can be trailer mounted or airlifted by helicopter. It requires less fuel than other portable distillation units now in use by the Army.

ANTI-MISSILE MISSILE *Sprint*, under advanced development by Army, will complement Zeus in *Nike-X* system.

THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• SWAPPING BILLETS—The Bureau of Naval Personnel has established a "swap desk" to assist Navymen who wish to make no-cost transfers between the East and West Coasts.

The desk will act as a central clearing house, where those desiring to swap duty may attempt to contact possible swapping mates.

Although Navy transfer regulations have long provided for exchange of duty on a "no-cost to the government" basis, locating an eligible person with whom to swap has been the responsibility of the individual desiring a duty exchange. It is difficult to contact another individual, also desiring a duty exchange, who possesses the necessary qualifications, such as same rating, same pay grade, necessary obligated service and correct duty status.

The first step toward providing this service within the Navy is to help initially those desiring coast-to-coast exchanges. Individuals on either coast who write to the branch (Address: Exchange Duty, Pers B-211, Bureau of Naval Personnel) will be provided with names of individuals on the opposite coast with whom an exchange might be feasible, if such are available.

After that, it will be up to the individuals concerned to submit a formal request in accordance with Chapter 16 of the *Enlisted Transfer Manual*. This request will then be considered by BuPers for approval, as in the past.

At present, the "swap desk" in BuPers is operating on a trial basis. After a period the program will be reviewed with a view toward expanding the services offered.

BuPers Notice 1306 of 13 Apr 1965 outlines the program, and includes a form to be followed when submitting information for exchange of duty between personnel.

• NEW E-8 AND E-9 CHIEFS—There are 318 new E-8s and E-9s in the Navy. Because of advancement ceilings last November, promotions to senior and master chief had been limited to some 1800. The additional 318 who recently joined them had been selected previously as alternate candidates.

In keeping with the policy of the Chief of Naval Personnel to advance the maximum number of personnel in each advancement cycle, careful monitoring of the on-board manned level is conducted, comparing it to authorized personnel strength.

In a recent check, it was determined that 227 E-7s and 91 E-8s should be advanced as a result of the July/August advancement cycle to their respective higher pay grades. The advancements are effective as of last November.

• ADVANCEMENT — Beginning 1 November, any Navyman advanced to pay grade E-5 or E-6 must remain in the Navy for at least one year after the date of his advancement.

This development was caused by the large numbers who, in the past, have been advanced then left the Navy a short time later. By requiring one year of service after advancement, the promotions are more likely to go to career Navymen.

Navymen who are selected for and accept advancement to pay grade E-5 or E-6, but who do not have at least one year remaining in their enlistment, must execute a page 13 service record agreement to remain on active duty for at least one year after they are actually advanced.

Navymen can also satisfy the service requirement by reenlisting under the provisions of Articles C-1403 and C-1470 of "BuPers Manual."

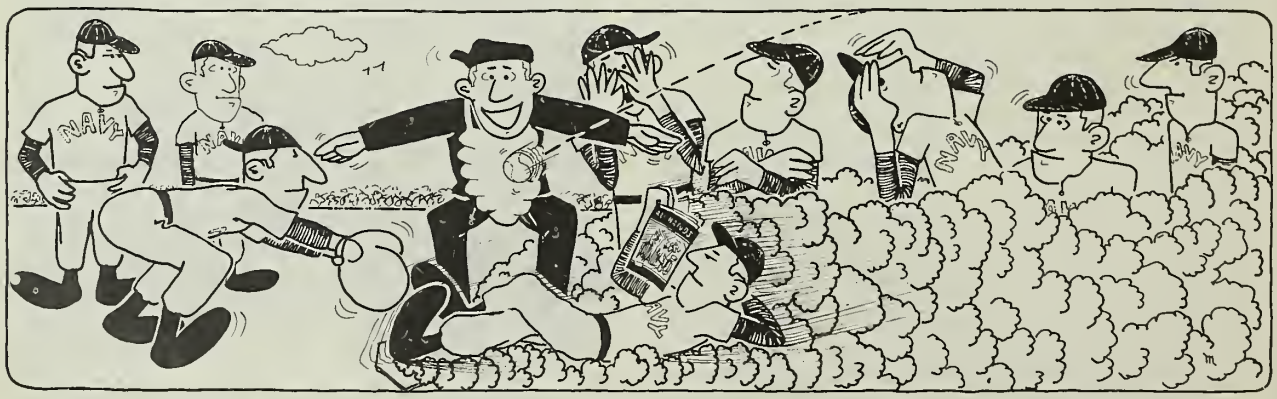
Anyone who initially rejects advancement because he does not wish to remain in the Navy for an additional year, but who reconsiders before the limiting date of his advancement, may still be advanced after he extends or reenlists.

Full details can be found in BuPers Notice 1430 of 5 May 1965.

• EXTENSIONS—As reported earlier, Navymen have been requested to extend voluntarily their enlistments and active duty periods by the Secretary of the Navy. When the request was first issued in May, SecNav quoted a need for experienced officers and men to carry out the Navy's missions in a combat environment.

The Secretary, in SecNav Notice 1100, said extensions as short as six, or even three, months would be helpful. Personalized appeals will probably come from commanding officers, directed to Navymen whose active duty terminates before September 1965.

A later message, NavOp 03, named those officers who were *not* eligible to extend. In this category were officers serving on temporary active duty and, "Officers scheduled for noncontinuation, statutory retirement, statutory discharge with severance pay, involuntary release from



PLAY IT SAFE—You'll be a big help to your team if you pass this issue of ALL HANDS magazine on to nine others.

active duty, voluntary retirement in lieu of involuntary release from active duty, voluntary retirement in lieu of involuntary reversion to permanent status."

• MILITARY PAY BILL—Congress is now considering a bill, which the President proposed, to adjust the pay rates for the military services in fiscal year 1966. The bill, sent to Congress in May, also contained a provision to establish a federal salary review commission which would meet next year to conduct the first quadrennial review of statutory salary systems governing the military services.

The bill proposes that the commission review salaries every four years and provides a formal means by which annual pay adjustments in intervening years can become effective without specific legislative action by Congress.

The President would be authorized, under the bill, to adjust pay immediately at the expiration of 60 days following the transmittal of an adjustment to Congress unless Congress passes a resolution indicating its disfavor.

Specific adjustments recommended by the President for 1966 are:

• An average increase of five per cent in military base pay for all except enlisted personnel with less than two years service.

• A 2.7 per cent cost of living increase in base pay for enlisted personnel with less than two years of service.

The bill also provides authority to pay multiples of the present reenlistment bonus upon first reenlistment to military personnel designated as having a critical military skill. This is to provide additional incentive for men with critical skills to remain in the service.

• NEW NFO DESIGNATION—All designated Naval Aviation Observers (135X) have been redesignated Naval Flight Officers (132X). All other designated and prospective Naval Aviation Observers are also affected by a recent change in designation.

The title change and newly established officer designator were effected to describe more accurately the active crew member status of aviation observers, and to avoid further confusion between NAO (Naval Aviation Officer) and NAO (Naval Aviation Observer).

Student and prospective Naval Flight Officers will retain their current designators until they qualify as Flight Officers, at which time their designators will be changed to 132X.

This action will mean a change of title for Limited Duty Officer NAOs. However, they will retain their current LDO designators.

The redesignation will also affect any aviation observer who does not remain qualified for that duty in the future. Upon becoming disqualified, 132X officers will receive an appropriate change in designator. This was not the case when aviation observers were designated 135X, and thus should allow for easier identification and tabulation of qualified NFO's.

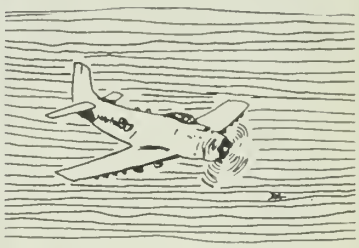
• PART TIME EMPLOYMENT—Navymen who have part time jobs selling insurance, mutual funds or backscratchers should check the new regulations concerning commercial solicitation of military men by military men. As of 13 May no Navyman is allowed to solicit the purchase of commodities, services or goods by Navymen junior to himself, on or off base.

Previous instructions have banned such actions aboard naval installations, but made no mention of off-base selling.

The new regulation (article C-11101, *BuPers Manual*, Para. d) reads: "Military personnel who are engaged in off-duty, part-time employment are prohibited from personal commercial solicitation and sale to military personnel who are junior in grade or rank. This prohibition is applicable to activities on or off an installation, in or out of uniform, while on or off duty, and includes, but is not limited to the personal solicitation and sale of life and automobile insurance, stocks, mutual funds, real estate or other commodities, goods or services. As used in this subparagraph, 'personal commercial solicitation' refers to those situations where a military member is employed as a sales agent on commission or salary, and contacts prospective purchasers suggesting they buy the commodity, real or intangible, that he is offering for sale. This prohibition is not applicable to the one-time sale of personal property or a privately owned dwelling. It is not the intent of this subparagraph to discourage the off-duty employment of military personnel, but it is the intent to eliminate any and all instances where it would appear that coercion, intimidation or pressure was based on grade or position."

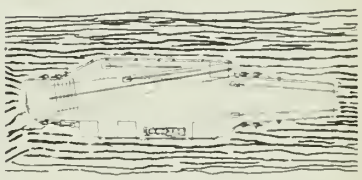
QUIZ AWEIGH

Even if you're not in the flying Navy, your chances of serving a hitch aboard a flattop during the course of your career are good. So it's not a bad idea to know a little about the history, traditions and language which have evolved during the 50-odd years of naval aviation. How's your naval air I.Q.?



1. A bug-smasher is a:
(a) Prop type aircraft.
(b) TC-45J (formerly SNB).
(c) Fly-swatter (large).

2. The first ship to be constructed from the keel up as an aircraft carrier was:
(a) *USS Langley* (CV 1)
(b) *USS Lexington* (CV 2)
(c) *USS Ranger* (CV 4)



3. The angled flight deck is often considered the greatest single safety advancement in carriers since the beginning of naval aviation. The first U.S. carrier to receive an angled deck was:
(a) *USS Oriskany* (CVA 34)
(b) *USS Antietam* (CVS 36)
(c) *USS Saratoga* (CV 3)

4. Which of the following is peculiar only to the aircraft carrier?
(a) Elevators (personnel).
(b) Escalators.
(c) Flight decks.

5. At one time there was a large number of enlisted pilots (APs) in the Navy, but input to the program was discontinued near the end of World War II. Are there any APs still in flight status?

Answers to Quiz Aweigh may be found on page 48.

THE BULLETIN BOARD

This Is How 'Rating Control' Hand-Picks Critical Ratings

IT WOULD BE pretty nice if, when your transfer time came about, an officer who knew something about your rating, sat down with you and, together, the two of you figured out the best assignment possible. When you had finished your interview—or series of interviews, if necessary—you would know that your next billet would fit your capabilities precisely. You would be in a job you understood and liked, with room for almost infinite growth.

Obviously, a large organization like the Navy—with two-thirds of a million people—could not provide this personal touch for everybody, but it is doing its best to approach something equivalent. This is the reason for the development of the Seavey-Shorvey program which has been in existence for some years, and for a program called rating control which has already begun operations for certain selected ratings.

The current development in rating control applies to 11 ratings—two of which served as something in the nature of a pilot program. These were the missile gunner's mate (GMM) and missile fire control technician (FTM).

Back in 1955, the first guided missile ship was commissioned. The Navy had quite a time finding enough people who were qualified in this line, but it did manage. By the end of 1959, however, there were five guided missile ships, and the situation, personnel-wise, had not improved.

By the end of 1960, there were 17 guided missile ships, and the personnel situation had become critical. Each succeeding year there were more ships and not enough personnel to go around.

Those men who *had* been trained were hard pressed to do the job, and the retention rate of such technicians was low. No long-range plans were in effect to correct this situation or to provide for the continuing explosion in requirements.

It was re-emphasized to the Navy that personnel are essential to any modern weapons system. In other words, it wasn't wise to spend money and energy to build missile systems and ships without providing at least the same priority to train personnel to man and maintain them.

ABOUT TWO YEARS ago, the Navy launched a study to see what could be done about it. Quite a bit, it found. The answer lay in a new concept called rating control—control of Navy Enlisted Classification (NEC) would have been a better name for it—since the two ratings involved (GMM and FTM) were closely related.

All the information about training, billets and special aptitudes required—in short, everything that could possibly concern a man—was gathered into one place. Although all this information had previously been available, never before had it been concentrated. And that, in a nutshell, is exactly what rating control consists of—knowing everything about the man, his rating and all the requirements, and then making use of it.

The rating control officer, who had gathered most of the information and compiled it, discovered a few inconsistencies which didn't last very long. And then rating control was in full swing for the two ratings. Later, all GMs and FTs were included.

Meanwhile other ratings were becoming critically undermanned, and it was decided they also needed the same attention. These included ST, ET, DS, RM, AX, MA, TD and PT. To date only sonar technician has come fully under rating control; the others are in various stages of gathering the needed information.

Gregory Willeford, FTM2(SS), USN

"A little more altitude, Holly."

ESSENTIALLY, rating control means that men in these critical ratings will be selected with care for distribution to the various EPDOs, who will then make the ultimate assignment.

This distribution will be made by someone who not only is a specialist in that rating, but also has at his fingertips data and statistics on the requirements of the Navy and the qualifications of the men available.

Careful monitoring by BuPers of these assignments will assure that a round peg finds its way to a round hole.

This is a personalized application of the automation concept. In these selected ratings, an individual is hand-picked to fill the billet for which he is best qualified, by someone who has the advantage of the accumulated information of the data processing machines.

This hand processing will allow more personal attention to be given to each man via the rating control officer. He will give initial consideration to each man's preferences. Since the more critical ratings are governed by this concept—and there is such a great demand for skilled personnel in these ratings—the proportion of personnel receiving duty in the billets of their choice should be greatly increased.

The rating control officer will also consider each man's training. If a Navyman wants a certain billet, but he isn't currently qualified for it, the Navy will consider sending him to school en route to his new command. Again, because of the great demand for skilled personnel, the Navy knows that it will have to train someone for the job—why not this man? The decision whether to authorize the necessary training for this man would generally be affirmative if he is otherwise qualified and if there does exist a need for such training. (We'll give the qualifications for advanced training later.)

Of course, the rating control officer

must, as always, keep in the forefront the needs of the service. Obviously, if there are no billets available in the area to which a particular man wants to go, the Navy won't send him. For example, if the area he requests has all its billets for that rating filled, and another area is in need of a man with his skills, the Navy doesn't have much choice but to send him to the area where he is needed. But if both these areas need him (which is the case more often than not) he'll go to the area he wants.

LET'S TAKE a brief look at the Seavey/Shorvey system and see how the rating control concept enlarges on it.

Under the Seavey-Shorvey system, it is assumed, for example, that if a man is a PO1, he is fully qualified as a first class in the various billets of his rating which call for a PO1. And if he has received specialized training, he is, in most cases, given an NEC which reflects it.

When it comes time for his transfer, the man fills out his Seavey (or Shorvey) card, listing his preferences and other information about himself.

Then this card is processed through the Bureau of Naval Personnel and the EPDOs in the normal manner. The whole system works smoothly for most ratings.

But, in the case of those requiring a highly technical background, it's possible for a hitch to arise. Although the assigning officers are specialists in their own right, they aren't specialists for any one particular rating. They can only make use of the information that they have available, such as the man's NEC, his duty preferences and billets open to him.

Meanwhile, the growth in technology in certain ratings has increased so rapidly that men are now becoming specialists in one relatively small area of their rating. Even the NEC system sometimes fails to give the complete picture for some ratings.

IN THEORY, rating control differs from Seavey/Shorvey in only one major aspect: The rating control officer knows the personnel requirements for every area, knows each person's skills and makes sure all training programs meet the Navy's requirements—in other words, he is a specialist for that rating.

By the time rating control spread to other ratings, the GMM and FTM ratings had made quite a bit of progress. And enough had been learned about this new concept to make it considerably easier to establish it for other ratings.

Therefore, when rating control was established in the sonar technician rating, the officer assigned, a lieutenant, began making the survey of all the training. This information, of course, was available at the various ST schools, but if the concept was to be put in operation to alleviate the critical situation as soon as possible, all the sifting and sorting would take too long. The simpler and quicker way, it was decided, was to go to each man via a specially prepared form on which the man would list his training and qualifications.

As the rating control officer received this information, he checked each sonar technician's training against the NEC structure. To correct the inconsistencies, the system was revised to make sure each phase of training was reflected by an NEC.

Next, he tackled the equipment inventory. Ships and units that had the same kind of equipment were grouped together. Each command's allowance for STs was studied and analyzed. Any inconsistencies were adjusted according to the rating control officer's new NEC structure for STs.

WHILE THE RATING control program was working on these aspects of the project, training experts at the Bureau of Naval Personnel were also evaluating the sonar tech-

WHAT'S IN A NAME

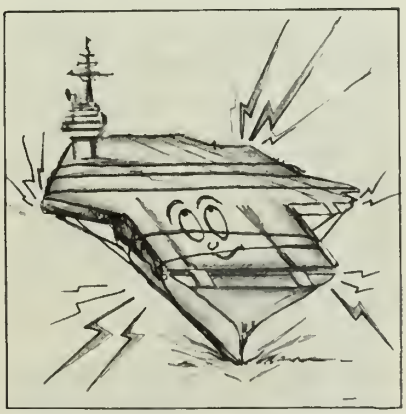
Deperming

The first cruise of the attack carrier USS Americo (CVA 66) turned out to be rather electrifying. At the end of her brief maiden voyage (only five miles), the carrier went through five hours of jolts. The purpose: To reduce the carrier's permonent magnetic field thraugh the deperming process.

In this operotion the ship becomes in effect, a large solenoid. Deperming cables serve as the coil while the ship itself is the core. High omperoge current is sent through the coil which, in turn, lessens the ship's magnetic field ond reduces the effectiveness af magnetic sensing weapons.

It was quite a job moving Americo into the relotively norrow confines of the slip. Once inside, she had to be within inches of a certain pasition in order to receive the mast accurate reading after deperming.

Once secure, the ship was rigged far her shock treatment. Nearly eight miles of cable were wound araund the 1047-foot corrier, circling the ship 83 times from bow to stern.



Because of a speciol type of insulotion on the cables, they couldn't be hoisted by winches ar other deck mochinery for feor of damoging this insulation and increasing the danger of an electricol fire. Americo crewmen, therefore, provided the muscle ta move the cable across the flight deck ond into position.

Then came the flashing. Through two banks of rectifiers, olternating current wos converted into direct current ond fed through the cables. The first flosh, which lasted 90 seconds, wos 500 volts and 1400 amperes. For the next 30 minutes, there wos nothing—o sort af rest period to lessen the possibility of burning the cables.

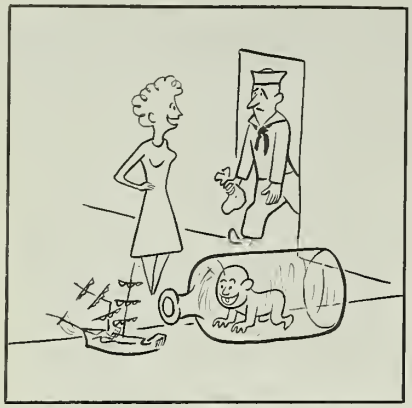
At the end of the half hour rest, a charge wos directed through the cables the opposite woy. This cycle of alternating chorges continued for five hours, each flash feeding less power through the coil.

During the entire operotian, crewmen throughout the ship were an the laakaut for fire—especially within the cables ar ot the paints where the cables touched the decks. Precoutions hod been token earlier to safeguard equipment thot wauld be susceptible to the magnetic impulses af deperming.

When the floshing finolly ceased, she received o sotisfoctory reading from special instruments within the ship's hull and within the depermng facility. America had finished her shock treatment.

Under normol canditions, she will nat have to undergo deperming again. Should ony deviotions from the normal magnetic limits occur, the corrier will correct them by her internol degaussing equipment. Any deviations will be detected when she enters or leaves port possing over a degaussing range

—Chuck Brown, JO1, USN



"John, the boby did the cutest thing todoy!"

nician schools. Basic schools that were teaching the same subjects might have similar courses of different lengths. A study was made to see if they could be made a uniform length, and, at the same time, satisfy the requirements of both the Atlantic and Pacific Fleets.

The study showed it was possible. Two basic courses, surface and submarine, were established at 18 and 12 weeks, respectively, at the different locations. In addition, a 14-week course which prepares qualified sonar technicians for advanced training to an NEC was introduced.

Meanwhile, the rating control officer had the responsibility to outline a program which, it was hoped, would solve at least partially the stability and experience problems in the ST rating. Again, the SMS program supplied a guideline.

One such idea had the purpose of countering the rapid turnover of the first-term enlisted man. (By the time a man who is on a normal four-year enlistment finished the lengthy training, he had only about two and one-half years' obligated service remaining and it was necessary to begin thinking of recruiting another man and training him to fill the first man's place.) The partial solution: Before a first-termer can receive the advanced (and expensive) schooling that he requires as an ST, he must extend his enlistment to total six years' obligated service from date of enlistment.

THE REASONING: By the time a man has been in the Navy for four years, he knows how it operates and is a valuable asset. It's at this time that he, with the training and experience he has acquired, can be of real worth to the Navy. Conversely, the man also benefits from the additional experience he will be acquiring during the additional two years of obligated service.

(If you're a first-term ST who would like this advanced training, see your personnel officer. If you are still in school, he'll take care of everything. If you are in the Fleet, you will need to write a letter, via your commanding officer, to the Bureau of Naval Personnel (Pers B-2162), stating you want to extend for the required time. Once you do, you are guaranteed—repeat guaranteed—at least 20 weeks of advanced instruction. You will find all the details in BuPers Instruction 1510.103, and your personnel officer will be happy to lend you a hand).

How well will this idea work? Time, of course will reveal the answer. However, some of the best qualified officers in the Navy, working together, evolved this concept.

An indication of rating control's effectiveness can be seen by looking at the FTM and GMM ratings. Since rating control's inception some two years ago, 1300 men have agreed to extend their enlistment to six years in order to receive the advanced training.

They, obviously, believe in the rating control program.

QUIZ AWEIGH ANSWERS

1. (b) TC-45J.

2. (c) *USS Ronger* (CV 4). *Longley* wos converted from the collier *Jupiter*. *Lexington* (CV 2) ond *Soratogo* (CV 3) were constructed over bottle cruiser hulls beoring the some nomes.

3. *USS Antietam* (CVS 36). An experimentol ongled (then called canted) deck was odded to the flottop in the early '50s.

4. Escalators. Personnel elevotors ore found aboard *USS Long Beach* (CGN 9) os well as MACK type cruisers. Helo flight decks are common to many ships, including tenders and FRAM destroyers. Escolators ore found only in oircraft carriers (several of the newer flattops, including *USS Enterprise* (CVAN 65), use elevatars instead.)

5. Yes. The list has been ropidly dwindling in the last few years but BuPers still listed 43 enlisted pilats early this year. APs are normally ossigned to large CONUS oir stotians and fly mony types of oircraft.

Quiz Aweigh moy be found an poge 45.

• SPACE AVAILABLE—Should you be planning to take leave this summer, don't count on traveling by Military Air Transportation Service (MATS) planes. There is, virtually, no space available.

During the peak summer season there is a considerable increase in space required traffic, making space available almost non-existent. Unless you're on emergency leave, you may well spend your entire leave waiting around the terminal.

You would do better to travel by space available on commercial airlines (half fare). By doing so, you may be reasonably certain of returning within your time limits.

If you are stationed overseas while one or more dependents are students in the U.S., he (or she) may join you for the summer months. However, your dependents will travel by MSTS, not MATS. You can get a space required reservation for them by forwarding a request to the Bureau of Naval Personnel (Pers B-313) or to the Commandant, 12th Naval District. BuPers Notice 4631 of 21 April, gives the details.

Local Boy Makes Good in Big Time

Recruiters are a clannish lot. There aren't too many of them (relatively speaking) and so, when something nice happens to one, all rejoice.

That's one of the reasons they're most happy over the budding career of Ensign George P. Morrow, USN. Not too long ago he was one of them, a Chief Boilerman.

Picked for LDO, he reported for the six-week indoctrination course at the U. S. Naval Officer Candidate School at Newport on 25 April, after which he was scheduled to report on board USS *Boxer* (LPH 4) as machinery repair officer.

Ensign Morrow enlisted in 1948, served on various ships throughout the Fleet, served in the Pacific during the Korean conflict, made Chief in 1960 and, at the time of his commissioning was recruiter in charge at Warrenton, Va.

All this places the Warrenton recruiters in a good position. They can point with unreserved pride to *their* man who had made good.

Navy Exchanges Pay Off for Navymen in More Ways Than One

BACK IN sailing days, before a ship went to sea, the purser made sure he had plenty of tobacco, toilet articles and other items of comfort and health. The sailors, while at sea or anchored in an isolated port, could then buy what they wanted or needed.

While in port, Navymen bought these items from bumboats. Sometimes, presumably when the competition was stiff, the bumboats took their wares out to the ship.

Such were the beginnings of today's well-stocked ship's stores and shoreside Navy exchanges. Modern-day versions of these activities perform the same basic job for the Navyman as well as his family.

These government facilities are designed to keep money in your pocket rather than put it there. Commissary and exchange facilities, conveniently located at most naval activities, make it easy for you and your authorized dependents to purchase basic commodities at reasonable prices.

In overseas branches of these activities, Navymen and their families are able to purchase foodstuffs and other items that otherwise would not be available. If the items were available by other means, they would, in all probability, carry a much higher price tag.

In addition, these overseas Navy exchanges help, considerably, the nation's balance of payments (outflow of gold). There are many plans in effect to reduce the expenditures of individuals. Some are mandatory; however, because of the general and marked desire on the part of military personnel and their dependents to cooperate toward improving the balance of payments situation, most plans are based on voluntary reductions.

As part of this program, you may find these guidelines helpful in your shopping:

- Limit your expenditures to foreign goods which can be purchased in an exchange or other approved U. S. military operated resale activity—and then only to goods for which a real need exists.
- If you are overseas and the item or a reasonable substitute is not available in an exchange, be sure you or your family have a definite need for it before purchasing it on the open market.
- If not covered under the above, try to keep your total cost of overseas expenditures under $100 per year for each individual in your family.

(You and your dependents may also make purchases at Army and Air Force commissaries and exchanges—a handy arrangement if a Navy-operated store is not maintained in your area.)

In all, there are three types of naval activities providing this service: ship's stores afloat (the usual shipboard outlet), Navy exchanges and commissary stores.

Ship's stores afloat and commissary stores are supported by appropriated funds. That is, they operate on a basis of procuring items for resale with appropriated money and, after the sale of the merchandise, reimburse the government. Navy exchanges, on the other hand, operate on a non-appropriated fund basis.

Commissary stores are nonprofit organizations, but reserves are earned and maintained to cover operating costs and other expenses. The profits from Navy exchanges—after operating costs have been taken care of—help support the Navy's extensive welfare and recreation program.

More than 80 per cent of these profits are made available to the local commanding officer for welfare and recreation programs in his command. For example, a ship's baseball team will get new uniforms or a naval station will buy equipment for an intermural basketball program.

A portion of the remaining profits goes to the BuPers Central Recreation Fund.

Statistically, out of every dollar spent in a ship's store or Navy exchange, between six and seven cents' profit is channeled back into the recreation program, once all operating expenses have been deducted. Currently, these sixes and sevens run to 29 or 30 million dollars yearly.

Keep in mind that you violate the terms of your commissary and exchange privileges by reselling any item to unauthorized persons. This includes reselling an item for a profit, at cost, or even at a loss.

Exchanges and commissaries are a valuable benefit to you and your

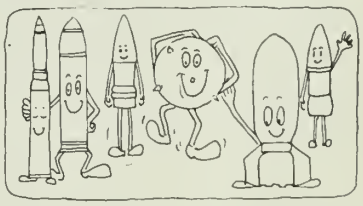
HOW DID IT START

Explosives—In Various Shapes and Sizes

In o remote section af the reservotion occupied by the Navol Ordnance Loboratory at White Oak, Md., there are several low, thick-walled concrete buildings superbly isoloted from other buildings of the NOL complex.

In these buildings explosives are pressed into contoiners of vorious shopes and sizes for experimentol use by the loboratary.

Recently, the lob's experts got together and developed onother pracess for putting a skin on their test explosives. Although the chonces af an unexpected bong ore lessened, they place the charge behind a borricade to safeguord themselves ogoinst the possibility of detonation. Instead of costing or pressing the chorge in the skin, however, they place it in o plating bath which is aperated by remote cantrol.



A plating solution is run into the both from a reservair and o magnetic stirrer agitotes the salutian to remove gas bubbles and maintain o unifarm concentrotion af ions. Electric current transfers the ploting solution to the explosive at whatever thickness is specified.

The chorge doesn't get wet in the both because it has been coated with three coots of cleor waterproaf lacquer and o conductive cooting. This alsa provides a smooth surfoce for the plating and prevents the plating current from passing through the explosive.

The new process gives the laborotary a hermeticolly sealed charge ond provides selective control of container thickness. It also permits the lab ta encase unusuol shapes ond gives NOL men a brooder choice in the metal they use for casings.

family. Abuse of this benefit not only would result in disciplinary measures taken against offenders, but could open the program to criticism. Such criticism has already been voiced on a number of occasions. Failure to observe this basic rule would be against the interests of the entire membership of the military services and their families.

Whatever you buy must be for your personal use, the use of your dependents, or purchased as a bona fide gift for a friend or relative.

You Share in Profits of Ship's Stores & Exchanges

IF YOU READ the financial section of the daily newspaper, you have probably heard of profit sharing. Most Navymen, however, will regretfully conclude that profit sharing is not for them. They are wrong. They frequently share the profits of Navy exchanges and ship's stores.

These organizations, although offering their merchandise to Navymen at prices substantially lower than those obtainable from civilian retail outlets, almost invariably make a profit, small though it is. Nevertheless, over a period of time, the cash piles up.

Most of the profit earned by Navy stores in your particular area goes back to the command that earned it.

Now, if you are in a proper profit sharing mood, you will flick the ashes from your dollar cigar and demand to know what becomes of the remainder.

It goes to the Bureau of Naval Personnel but it doesn't stay there long. About four-fifths of the money (and this amounts to millions of dollars annually) is spent leasing the movies you see—without cost—on the fantail or the mess deck. Whatever is left (and dollarwise, it's quite a bit) returns to the Navyman but not necessarily to the command from which it came. This fund is used to build such capital items as swimming pools and bowling alleys which are not within the financial capability of the command that requests them.

You're undoubtedly familiar with the way you share the ship's stores' profits, at least while you remain in your own command, although you may not have realized you were actually profit sharing.

For instance, if you took part in an intramural sports program, danced at a party given by your ship or station, took a guided tour furnished by the Navy at your last liberty port, enjoyed the boxing smoker or used the hobby shop, you were taking part of your share.

And that's not all the Navy includes in its profit sharing. Frequently a ship will supplement its reading facilities with newspaper and magazine subscriptions purchased from the store's profits. It may purchase television sets for the ship's wardroom and mess deck. It could provide you with an emergency loan if Navy Relief or other sources of emergency money aren't available.

You have a degree of control over how your share of the profits will be spent. Each ship and station has a Recreation Committee. You may have served on the committee in the past or may at some time in the future. The purpose of the committee is to improve and expand the recreation facilities for the men on board. It also does a lot of basic spadework for such big events as dances. It would, for example, have to learn where the party could be held, how much it would cost to rent the hall, furnish music, buy refreshments and decorations.

The Recreation Committee does not actually have the authority to spend the money credited to the recreation fund's account. This is the job of the commanding officer, who acts on the recommendations of the Recreation Council—but more of that later.

The Recreation Committee, which is frequently composed of representatives from each of the ship's divisions, usually meets once a month.

"Watch his left hook!"

Representatives discuss projects in progress and future possibilities and frame suggestions which they draft and pass on to the Recreation Council which is composed of at least three officers.

When the committee makes recommendations to the council, the council weighs the suggestions against money available and other commitments so it can make an informed recommendation to the commanding officer. If the idea is a good one, all things considered, the suggestion usually is approved by the CO.

The more you take part in the activities planned by the recreation committee, the more you share in the profits. If you don't think you are getting your money's worth and don't know how to increase your share, the Special Services Officer is the man to see.

You can also obtain information on recreation activities which are available when your ship is in port. Here, the Special Services Officer is a good man to see. He's the liaison between your ship and shore-based activities.

Recreational facilities and services will vary from place to place but here are a few things the Special Services Officer may have to offer:

- A list of recreational facilities, both civilian and military, such as swimming pools, beaches, tennis courts, bowling alleys and EM clubs.
- Tickets to stage, radio and television shows.
- Athletic fields, picnic grounds and gyms for your use.
- Information concerning the location of athletic events, such as basketball, baseball, football and hockey games.
- Advice on your ship's party, dance, or group tour.
- A list of places to visit while ashore.
- Tournaments and leagues in which your ship's athletic teams may participate.
- Information on occasional events such as concerts, shows, dances and parties to which sailors are invited.
- A list of movies playing at both military and civilian theaters.
- Sightseeing tours.

A considerable amount of effort is spent to see that your off-duty hours are spent pleasantly, so relax; enjoy it. Get your share of the profits.

Could Your Ship or Unit Use an Extra 1000 Man-Hours of Labor?

Is your ship or station short on manpower? If you're like the rest of us, you probably don't even have time to answer the question.

Could you use an extra thousand man-hours of labor? Maybe, if you're a big outfit, twice or three times that much?

Read the following suggestions. Chances are at least one of them may apply to you, and you'll start right in collecting some of those man-hours you need.

Perhaps these ideas will strike a responsive chord and start the wheels rolling in your outfit to help salvage time and paperwork. Navy headquarters in Washington is really intent on cutting paperwork. It will take action—affirmative action—to help your ship, unit or station whenever possible.

One of these suggestions alone cut out, with one simple slash, 200 man-hours in every outfit involved in aviation maintenance. These suggestions came in as a result of the Navy's SCRAP drive. This drive to reduce the paperwork load is paying dividends all over the Fleet.

If you have something to contribute, jot down your ideas and forward them to Director, Project Scrap, Naval Inspector General, Navy Department, Washington, D.C. 20370. For other ideas, see the December 1964 (page 24) and April 1965 (page 26) issues of All Hands.

Here are some of the latest suggestions from the Fleet and the Navy's action on them.

Suggestion

The *U. S. Navy Manual of Naval Photography*, OpNav 3150.6C, Chapter Four, Paragraph 0417 states, in part:

"Still photography contact print or enlargement files shall be maintained by each authorized photographic laboratory in accordance with the following instructions:

"1. A file contact print or enlargement shall be made from each negative placed in the negative file.

"2. File prints shall be mounted on standard file cards (NavPers Form 3150/5). Complete caption information shall be shown on each card."

The foregoing creates a duplication of work, since ALL negatives that are filed are retained in the negative file with complete captions, and are available for printing for a two-year period—unless requested by the Naval Photographic Center for their files. The practice of print files began under the old and discarded General File System, which is no longer in use. All negatives placed in the General File were forwarded at 30-day intervals to the files at NPC. As the negatives were not available, in the event of future print requirements, a print file was necessary. Now that only a selected few negatives are forwarded to the Photographic Center, a complete print file is *no longer needed*, and should be kept *only* on those negatives that have been forwarded to NPC.

We feel sure that those in the photographic field must realize that the present system will demand an increase in additional space, filing, equipment, and maintenance of files. In consonance with the present drive in economical operations, we urge the above directive be reconsidered.
—A. R. DuHaime, CWO4; E. E. Smith, PHC; H. A. Burian, PH1; J. H. Wedgwood, PH1, Naha, Okinawa

Action

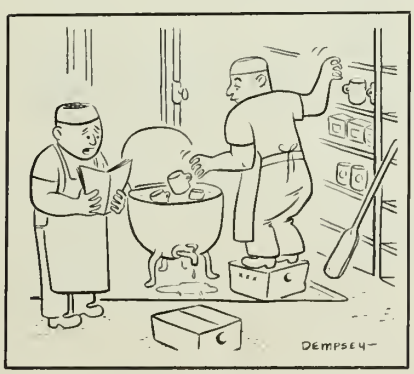
Affirmative action. The "cognizant" activities agreed that this photography print file is no longer required, and a future change to OpNav Instruction 3150.6C will cancel paragraph 0417.

Suggestion

In aviation maintenance, at present, there is a requirement for completing an inventory, (four copies) of an IMRL (Individual Material Readiness List) annually. This is a complete record of all special and general support equipment, test equipment and special tools. This requires approximately 150 man-hours for a small station or squadron. The supply system has an identical requirement known as Equipage Stock Card Custody Record, NAV S&A Form 460, which is filled out in triplicate, must be signed by the person having actual physical custody and by the Department Head. This requires approximately 200 man-hours annually.

Recommend the Equipage Stock Card Custody Record be deleted and its functions be assumed by the IMRL.

LT J. M. Beaton, USN
NAAS, Fallon, Nev.



"Then add four cups. . . ."

Action

Here's another winner. The Bureau of Supplies and Accounts is eliminating the requirement for the S & A Form 460, since the Bureau of Naval Weapons Form 13090/2 is retained at the same location and contains the same information. The *BuSanda Manual* will be modified to reflect this change.

Suggestion

Personnel who prepare "local" forms should record the date and number of copies run off so that control of over-production and retention of obsolete forms would be eliminated.

Dennis J. Woods, RD1, USN
uss *Muliphen* (AKA 61)

Action

Radarman Woods knows that "local" forms for shipboard use should be kept to a minimum by ordering the printed standard bureau forms through the supply system. He suggests a simple notation of date and number of copies received (or mimeographed if strictly a "local" ship form) to keep on top of the number you actually need for a three-month supply, and as a check on those that should be purged from your forms inventory. Put this notation on the shelf or file tab, for quick easy reference and control.

Incidentally, Radarman Woods has been a top contributor, with many suggestions that are being considered by interested activities.

Suggestion

Commander Eastern Sea Frontier has recommended a modification to the procedure for forwarding requests for permission to take leave in a foreign country. Under the present system, the request is sent through the chain of command to the Chief of Naval Personnel. The proposed system would eliminate all intermediary addressees between the immediate superior of the man making the request and BuPers. A copy of the correspondence would be sent to all others in the chain of command.

Action

As a result of this suggestion, a revision to *BuPers Manual,* Article C-11107, paragraph 1, is being prepared to incorporate this modification.

Note: A number of suggestions received at headquarters in Washington indicate that some units are unnecessarily following procedures that are no longer required by higher authority, are possibly using superseded publications for guidance, or are not fully aware of the reasons for some specific practices.

A selection of these suggestions, with appropriate comments, may be of interest to all units, and are herewith presented. If proper disposition of instruction manuals, technical bulletins and other publications and forms is a matter of concern at your command, it is suggested you check Section 1, Part E, page 7 of the *Navy Stock List of Forms and Publications* (NAVSANDA Publication 2002). The information contained therein may be helpful to you.

Suggestion

Do away with ordnance sketch books aboard ship. They are big, cumbersome books that weigh around 10 to 15 pounds each and are designed for use by a machinist to manufacture a part for a particular weapon. Have never had a use for them on any ship or station where I've served. They normally take up about one to 20 cubic feet of space.

Comment

It's assumed that the suggestion is directed at the photoprint books of ordnance drawings that once included all drawings applicable to ordnance installations aboard. For several years, such books have been furnished only with drawings covering a minimum of information (general arrangements, schematics, etc., but no mono-detail manufacturing drawings).

Additionally, studies have been made to determine the feasibility of microfilm and reader-printer equipment as a substitute for the photoprint books, and some microfilm installations have already been made.

More progress is looked for in this area. In the meantime, it may well be that some ships are carrying a couple of hundred pounds of excess weight around in the form of obsolete books of plans and drawings. Check your own requirements—and your own storerooms.

Suggestion

I suggest a critical review of the Photographic Report, NavAer 453. This report now consists of about 27 pre-printed pages. The report that I have just completed made reasonable use of four of these 27 pages, and the first 19 pages were devoted to an inventory list. Perhaps the periodic inventory of photographic equipment could be printed out by computer for each command and then verified annually. At any rate, considering the photographic operations of a non-aviation unit (such as ours) the Photographic Report appears to be far too complex.

Comment

Here's a man who is thinking in the right direction, but is working with out-of-date material. There are two current Photographic Report forms: NavWeps 10700/3, a 25-page form for use by activities having photographic equipment and operating a photographic laboratory; and NavWeps 10700/3A, a simplified form for use by squadrons, ships and activities having photographic or photographic interpretation equipment but not operating an authorized photographic laboratory. Only the applicable pages need be submitted. Frequent revision is made of the report to eliminate any part not specifically required.

The Photographic Report gives Fleet commanders a reliable source of information for shifting equipment under emergency conditions, or in assigning projects to activities having the necessary processing equipment. Supply activities use the report in allowance and issue control. A master consolidated inventory is prepared from the reports for use by the inventory manager at the Bureau.

Suggestion

The regular binders for COMTAC publications are probably cheaper than some of the specialized binders now being distributed. Suggest using only one type, thereby saving money on binders and paperwork on procurement.

Comment

Out of approximately 80 ACPs, JANAPs and DNCs in the COMTAC publication group, only two have been provided with special binders —ACP 131 and JANAP 195. These binders were designed to permit these publications to lie flat, a feature considered to be important for the most efficient use of these two publications. All COMTAC pubs—including ACP 131 and JANAP 195 —are standard in size and punched to fit any standard binder.

Suggestion

In this command the biggest headache is spare parts and all paperwork pertaining to them. Suggest putting federal stock numbers in all manufacturers instruction books.

Comment

This has been tried in the past and found to be impractical because of the frequency and number of changes, and the resultant high costs and delays experienced in issuing manuals and up-to-date changes.

Suggestion

While proofreading various forms for typographical errors I started thinking of the time required for an individual to print information on a form (as a rough), for the typist to type the form, and for the supervisor to check the typed copy for errors. It has gotten to the point that if you can fit it in the typewriter—type it! I consider this to be a waste of time in most instances, and suggest some sort of Navy-wide standardization with a view toward eliminating typing whenever possible (and the associated administrative time involved).

Comment

The primary functions of forms are to generate action and provide information for both management and operational purposes. Such information must not only be collected and entered on forms, but usually must also be interpreted, processed, transmitted elsewhere and maintained.

The number of handlings to which a form is to be subjected and the end use of each form should be considered BEFORE the method used to fill in a form (handwritten or typewritten) is determined, particularly when information is sent outside of the command for further processing.

Obviously, it is frequently difficult to read handwritten (and handprinted) material: If the information is not legible to the individuals who must process it, errors may be introduced, or additional correspondence to verify information will be required. And this will occasion more time and trouble than that involved in typing and proofing the material in the first place. Another factor to be considered is the number of copies required—at the source, through carbons, or later, by use of copy machines. (Typewriter is superior for multiple-copy work.)

The "requirer" of the information holds the key. He should design the form, since he must know how the information is to be used after it is entered. Where the information is to be disposed of locally as soon as it has served its purpose; is of continuing value, but intended for local retention in its original form; or is to be transposed to another form before leaving the command, the form *should be filled in by hand* (in most cases) and designed to permit easy and legible long-hand entries. Examples include chits, logs, check-in checkout sheets, records of original readings from meters, gauges and counters, etc.

The "Guide to Forms Management," NMOINST 5213.5A of 15 Mar 1963 covers space requirements in such forms. When the "requirer" knows the information will be needed by several addressees or will require reproduction in its original form after it leaves the originating command, he should design the form for completion by typewriter (or other mechanical means).

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs as well as current BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs

No. 16—Discusses income tax exclusion and non-withholding for duty in combat zones.

No. 17—Amplifies Alnav 16.

No. 18—Discusses the Comptroller General's decision B-156387 of 3 May, which authorizes credit of BAQ when adequate government quarters are not assigned to single members of certain mobile units.

No. 19—Announced convening of fiscal year 1966 selection boards to recommend officers in the grade of captain on active duty (except TARs) for promotion to the grade of rear admiral.

No. 20—Contained certain guide lines laid down by the Secretary of the Navy to be followed by the President of the fiscal year 1966 flag selection board.

No. 21—Discussed a bill, submitted to the Congress by the President, to adjust the rates of pay of the military services and Federal civilian employees in fiscal year 1966.

No. 22—Announced to the Naval Establishment the death of General Thomas Holcomb, USMC, (Ret), formerly commandant of the Marine Corps, and directed that all naval ships and stations half-mast colors.

No. 23—Directed that all commands take necessary action to prevent unjustified or uneconomical purchasing at the end of the fiscal year.

No. 24—Announced approval by the President the names of those officers nominated to the grade of rear admiral.

Instructions

No. 1120.18K—Describes the eligibility requirements and processing procedures whereby USN personnel may seek appointment to warrant or commissioned status via the Integration program, the Warrant Officer program and the Limited Duty Officer program.

No. 1120.23D—Prescribes policies and procedures by which qualified USNR officers may submit applications for appointment in the Medical Service Corps, USNR.

No. 1133.3F—Discusses the need for the reenlistment of qualified enlisted personnel.

No. 1440.18C—Concerns the rating conversion of petty officers in pay grades E-4 through E-6 by formal school or in-service training.

No. 5802.4—Provides for uniform procedures acceptable to the Immigration and Naturalization Service for military certification of alien dependents seeking naturalization.

Notices

No. 1210 (15 April)—Described the newly established officer designator 132X, Naval Flight Officer.

No. 1221 (23 April)—Described changes to the *Manual of Enlisted Classifications* (NavPers 15105H).

No. 1430 (5 May)—Announced the requirement for one year minimum active obligated service before being advanced to pay grades E-5 and E-6.

No. 1120 (11 May)—Announced the temporary waiver of the one-year waiting period for resubmission of application by those officers who have previously requested augmentation but were not selected.

No. 1740 (13 May)—Announced the policy of the Department of Defense concerning off-duty solicitation of military personnel.

No. 1520 (17 May)—Announced the establishment of a one-year graduate Systems Analysis program and requested applications from naval officers for a class scheduled to convene in the summer of 1966.

No. 1300 (28 May)—Requested volunteers to participate in the Navy's support of the U. S. Antarctic program in 1966-67.

Career Officers Gain Benefits via Educational Opportunities

THE VARIOUS educational opportunities available to Navy officers form one career benefit that probably cannot be duplicated in civilian enterprise. Postgraduate and undergraduate education programs are prime examples of this.

The Navy—like most large organizations—wants its men to continue to improve themselves technically, and encourages them to make formal education a continuing process. But unlike many other large organizations, the Navy does not require its men to go it alone. Though education is an expensive process, finances for an active duty officer's postgraduate or undergraduate studies lie just a selection board away.

The Navy considers the money well spent, and is eager for its officers to take up the offer. This will help accomplish one goal of the programs, which is to provide some postgraduate education for *all* qualified active duty officers and to raise the educational level of certain Regular Navy officers who do not hold baccalaureate degrees.

This year's programs are already underway. The deadline for submission of preference cards to be considered for the 1966-67 academic year was 15 May 1965. Those who submitted preferences before that date will be considered by a selection board by the end of August this year.

For those not included in this cycle, and who may be unacquainted with the programs, now is the time to become familiar with the exceptional opportunities underlying them.

First, it should be noted that two primary paths to Navy-sponsored college training are open to officers. One is through the Navy Postgraduate Educational Program and the other through the undergraduate program. Both are aimed at raising the educational level of the entire corps of active duty officers, including Reserve officers serving on active duty in the case of postgraduate studies.

Because of budgetary and manpower considerations, the programs are designed so that an officer's time under instruction is utilized as efficiently as possible, and his education is subsequently used as effectively as possible. Participation, therefore, is normally limited to one curriculum—to be completed during a normal tour of shore duty—which will raise the academic level of participants in the following manner:

Those already holding a master's degree undertake studies toward a PhD in the same or directly related field;

Those with a bachelor's degree plus significant postgraduate credits pursue a technical or non-technical curriculum, usually related to fields previously studied;

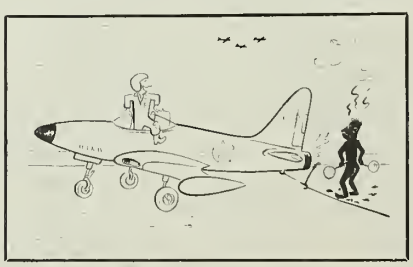
Those with a bachelor's degree, or the equivalent, enter (1) an advanced technical postgraduate curriculum, with or without one or more terms in engineering science curriculum; (2) a non-technical postgraduate curriculum; or (3) an engineering science curriculum;

Those without a degree, who have a minimum of 45 semester hours of undergraduate credit, are enrolled as candidates for either a Bachelor of Arts or Bachelor of Science degree.

Many of the top universities in the nation are included on the list of Navy-patronized schools for postgraduate studies, as well as the Naval Postgraduate School, Monterey, Calif. Undergraduate studies are pursued at USNPGS.

Exceptions to the "one curriculum per person" rule include the following:

- Participation in PhD studies may be authorized during a subsequent normal tour of shore duty after an officer has established academic eligibility through Navy-sponsored studies;
- Officers who were available for only one year of postgraduate study, and who successfully completed the one-year engineering science curriculum, remain eligible to participate in advanced technical postgraduate work during a subsequent tour of shore duty;
- Those who are required, because of a specific billet, to participate in a non-technical field of study not related to previous technical training remain eligible to pursue advanced non-technical studies; and
- Those who complete the BA/BS curriculum in the undergraduate program are eligible to participate in postgraduate studies during a subsequent shore tour.



"Boy, was THAT a hot landing!"

Following is a description of the two programs as they presently exist:

Postgraduate Education

The postgraduate program consists of curricula formulated to suit the needs of the Navy. They include one-year special curricula in engineering science, naval management and international relations.

- **Engineering Science.** This curriculum is conducted at the Naval Postgraduate School, Monterey, Calif. With its flexibility, it is utilized as a means of qualifying a large number of officers, of diverse educational backgrounds, for ultimate transfer to the two-year technical curricula.

Students who possess the basic mathematics and science required for subsequent transfer to the technical curricula and who wish to compete for quotas will be enrolled in mathematics and science courses, normally for a period of 20 to 30 weeks. At the end of this period, those who qualify and are available will be transferred to one of the two-year technical curricula.

Those who either do not qualify, are not available or do not desire the two-year technical curricula will be continued in the one-year terminal engineering science curriculum. Officers in this category take courses in mathematics, mechanics, electromagnetics, electronics, radiation and atomic physics, nuclear physics, fundamentals of operations analysis, digital computers and oceanography to supplement and fortify earlier undergraduate education.

- **Naval Management.** Also conducted at USNPGS, this curriculum is designed to provide officers with increased education in management which will improve their capabilities for organizing, planning, directing, coordinating and controlling activities in which the resources of men, money and materials are combined to accomplish Navy objectives.

The program permits limited specialization in fields of interest to

sponsoring bureaus and agencies. In addition to the main curriculum, elective course sequences are offered in economics and systems analysis, financial management, personnel management and material support management.

Naval management is considered an appropriate field of study for officers who have previously completed a technical postgraduate curriculum and are otherwise within the general area of eligibility.

• **International Relations.** This curriculum is conducted at American and Harvard Universities. Its primary objective is to equip officers with a better understanding of the international situation, including awareness of the role of seapower in world affairs.

In general, officers participating follow a program of study of one calendar year which is designed to fit the particular background and interest of the individual, within available course offerings of the respective institutions at which enrolled.

• **Naval Postgraduate School.** The rapid development of weapons systems and changes in naval warfare as a result of technological advances have resulted in greatly increased requirements for Navy officers with educational backgrounds in technical fields of study.

Technical curricula conducted by the Naval Postgraduate School are designed to provide officers with the knowledge required for intelligent technical direction of the Navy's activities in fields such as aeronautics; communications; electronics; environmental sciences; naval, electrical and mechanical engineering; nuclear effects; data processing; operations analysis; systems analysis; and weapons systems.

Officers are educated in these specialized areas to meet postgraduate billet requirements.

• **Civilian Schools.** Some technical and non-technical instruction is conducted at civilian educational institutions known for their excellence in specific fields of study. These civilian schools complement the offerings of USNPGS.

• **Defense Intelligence School.** The postgraduate curriculum conducted by this school provides instruction in the basic principles and techniques of intelligence operations. Qualified officers, upon graduation, may be given an opportunity to continue their instruction in a foreign language and area study program at the Defense Language Institute.

• **PhD Studies.** Limited numbers of exceptionally competent officers are offered an opportunity for education to the doctoral level in fields of study consistent with the needs of the Navy. Such studies may be undertaken at USNPGS or at selected civilian educational institutions. They may be accomplished by continuation of studies in a curriculum in which already enrolled, provided the degree is attainable in a maximum shore tour of four years, or through direct enrollment subsequent to a previous period under instruction for the purpose of pursuing studies to the doctoral degree level. Candidates for PhD studies will be considered by a special selection board in late 1965.

Eligibility. Since additional education is most desirable early in an officer's career, the "educational group" concept has been adopted by the Navy.

An educational group comprises all unrestricted line officers completing their first operational sea tour or their obligated service, whichever occurs first, between each period from 1 February to 31 January.

Educational group 1966, for example, is comprised of officers who will complete either of the above between 1 Feb 1966 and 31 Jan 1967. This group will be considered

NOW HERE'S THIS

We Told You It Was Coming—Now Gaku Is Here (Almost)

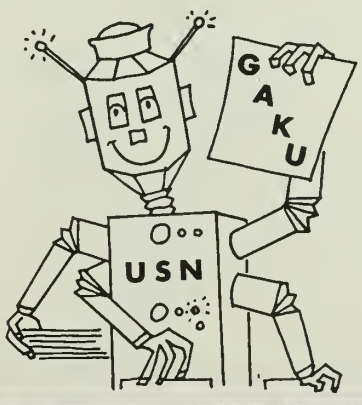
The world has long since obondoned its concern for developing a better mousetrap. The world (and the Navy) are now interested in building a better computer.

The Office of Naval Research got wind of just such a system and awarded o contract for its development. The system has a name—Gaku which is a Japanese word denoting learning.

Most computers require fully detailed instructions specifying step-by-step procedures in arriving at the solution of a given problem. This hos olwoys been a satisfactory method so long os each step in solving the problem is known. In coses where some of the procedures required to solve a problem are not yet known, the old systems are helpless.

Not so with Gaku.

Gaku works in four shifts—the first involves a mechanism which manipulates bosic operations and programs which have previously been laid out by humons.



The second time Goku shifts geors, it goes into the key component. This is the problem-oriented mechanism responsible for determining the system's overt behovior.

This mechanism constructs and carries out the required sequence of octions which leads to the solution of a given problem. It contains the procedural rules which choose actions more efficiently than can be done through random trial-and-error search.

These rules, however, are chosen step-by-step—causing the mechanism to attack problems in piecemeal fashion and moking Gaku lose sight of the big picture.

Mechanism number three is devoted to an over-all view. It does the planning ond is capable of analyzing the structure of a given problem ond placing guideposts on the road to the solution.

After surveying the task as o whole, the third mechonism subdivides the task into a hierarchy of sub-tasks, each of which is supposed to be easier to perform thon the originol. These sub-tosks constitute o rough sketch of action to guide the second mechonism.

The fourth, or induction mechanism of the computer, takes an even lorger view of a given tosk. The induction mechanism can survey the system's past experience with various problems and apply relevant experience to new problems.

In other words, Gaku con learn. Man can teach it until the system grodually increases its copability as it works.

As of now, the system is still in a rudimentary stage. Later, however, Goku should be able to receive suggestions in a flexible ond broad manner resembling the way a human student is taught.

by the selection board convened this summer. Postgraduate selectees from education group 1966 will be ordered to school either in the summer or fall of 1966, or in January 1967.

An officer's availability for school assignment is a major consideration. Provisions are in effect whereby most principal selectees who are not available to commence studies at the specified time can be carried over for assignment with a subsequent education group.

For example, officers selected as principals for technical postgraduate curricula but not available for school assignment in 1966 will be added to the list of principals in the year of their first availability, provided they maintain their professional qualifications.

Officers in education group 1966 selected for non-technical postgraduate studies, but not available for assignment in 1966, will be considered a second time along with education group 1967. Those twice selected as principals for non-technical courses will be added to the list of principals in the year of their first availability.

The curricula available for officers in categories other than Unrestricted Line sometimes vary slightly from year to year. In general, officers in the grades of lieutenant through commander, in each category, who are professionally and academically qualified, are considered for selection for appropriate curricula.

Variations to this during the current cycle include Line lieutenants (junior grade) with 14XX designators, who will be considered for technical curricula, and CEC lieutenants (junior grade)—if in the lieutenant zone—who will be considered for construction and engineering curricula.

Academic Prerequisites. For technical postgraduate curricula conducted at USNPGS, including engineering science, a baccalaureate degree or the equivalent is required. The equivalency of the degree is interpreted as the successful completion of 120 semester hours of work from an accredited institution of higher learning.

In addition, a background is required in those science/engineering fields which would provide a foundation for the selected curriculum. A pattern of above-average grades in differential and integral calculus and physics is considered minimal for direct enrollment in all two/three-year technical curricula.

Prerequisites for other categories include:

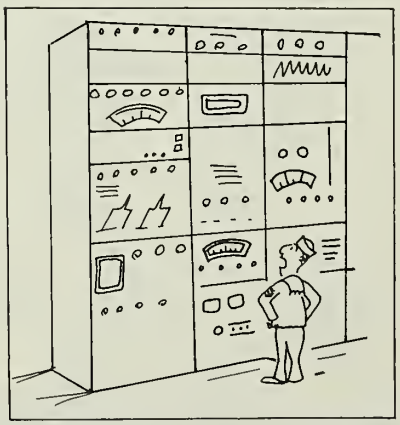
- **Naval Management.** Officers must possess a baccalaureate degree or the equivalent, including a minimum of two semesters of college mathematics at or above the college algebra level, and with a C average or better in the quantitative portions of their programs. Completion of previous courses in differential and integral calculus is highly desirable.
- **Civilian Institutions.** In general, civilian educational institutions participating in the Navy's postgraduate educational program require a baccalaureate degree for admission. In addition, Navy officer candidates for certain curricula must meet university requirements by successful completion of admission or aptitude tests.

Navy officers selected under this category must gain admission to the university concerned by submission of appropriate applications with supporting documents.

- **PhD Studies.** To become a candidate for consideration for assignment, on a direct enrollment basis, to studies at the doctoral degree level, an officer must already possess a master's degree in the field in which further education is desired.
- **Defense Intelligence.** Officers normally should possess a baccalaureate degree or the equivalent from an accredited educational institution.

Obligated Service—Officers must serve on active duty after completion of postgraduate studies for a period of one year for each six months under instruction, or fraction thereof. This period is in addition to any incurred upon commissioning and such other obligated service.

Those selected who do not wish to incur the additional obligated service may decline the assignment without prejudice to their professional record.



"I'm new here. Do I press, push or pull?"

Application—The action required by individual officers desiring postgraduate education is prescribed in the current edition of BuPers Notice 1520.

Particular importance is placed on the requirement for individuals to accept or decline an assignment to school if selected. Orders will not be issued to those who decline, following the procedures outlined in the BuPers Notice announcing the names of selectees.

Undergraduate Education

The purpose of the undergraduate program is to provide coverage in the humanities and science or engineering areas to adequately support Bachelor of Science or Bachelor of Arts degrees and, additionally, to provide instruction in naval professional courses. Officers spend from one to two years in the program, depending upon the amount of credit given for prior undergraduate work.

Eligibility—Regular Navy Unrestricted Line and Supply Corps officers in the grades of LTJG through LCDR who have not failed of selection, will not reach their 40th birthday by the time the board convenes, and have the required academic prerequisites may apply for this program.

Applicants must have an advanced undergraduate standing of at least 45 semester hours from an accredited educational institution, with a minimum C average. Previous undergraduate work must include study of mathematics through college algebra.

As credit for no more than 30 semester hours will be granted for service schools attended, at least 15 semester hours of credit will be required from other educational institutions.

Officers who have participated in the Five-Term Program or who have previously attended a postgraduate curriculum of one academic year or longer are not eligible for the undergraduate educational program.

The same obligated service stipulation applies to this program; that is, participants must serve on active duty for a period of one year for each six months under instruction, or fraction thereof, after completion of studies.

Application—A letter request is required initially to establish an officer's academic eligibility for under-

graduate education. The letter must include date of birth, date of commission in the Regular Navy and date of rank. Enclosures must include two copies each of official high school and college transcripts, and an original and one copy of completed Application for Credit for In-Service Educational Experiences (DD Form 295), listing all service schools.

Officers who have previously established their academic eligibility for undergraduate education will be considered for the baccalaureate degree curriculum appropriate to their respective undergraduate background without further application, when due for shore duty, if they have indicated their preference on NavPers 2774 (Officer Preference and Personal Information Card).

Catching Up on Your Reading? Check New Titles Compiled By Advisory Committee

A new Navy-Marine Corps officers' reading list has been published. Reading lists, selected by the SecNav Reading Program Committee, are announced periodically to encourage naval personnel to read significant books and articles for intellectual growth and development.

The committee's choices do not imply official endorsement of the publications or the views of the authors. Recommendations are intended as guides only, not as an obligation to read the material. The list is compiled by an advisory committee of naval and civilian specialists. Recommended books are:

The Machinery of the Brain by Dean E. Wooldridge, McGraw-Hill, 1963.

The Mind by John Rowan Wilson and *Life* editors, *Time* Inc., 1964.

Ocean Sciences edited by Captain E. J. Long, U. S. Naval Institute, 1964.

The New Meaning of Treason by Rebecca West, Viking Press, 1964.

The Spy Who Came In From the Cold by John Le Carré, Coward-McCann (hardback) or Dell (paperback), 1964.

The Craft of Intelligence by Allen Dulles, Harper and Row (hardback) or New American Library (paperback).

Soviet Strategy at the Crossroads by Thomas W. Wolfe, Harvard University Press, 1964.

The Communism of Mao Tse-Tung by Arthur A. Cohen, University of Chicago Press, 1964.

Conflict in Laos: The Politics of Neutralization by Arthur J. Dommen, Praeger, 1964.

Street Without Joy: Insurgency in Indochina by Bernard B. Fall, Stackpole, '964.

The Two Vietnams: A Political and Military Analysis by Bernard B. Fall, Prager, 1964.

African Heritage: Intimate Views of Black Africans from Life, Lore and Literature edited by Jacob Drachler, Crowell-Collier, 1963.

Diplomat Among Warriors by Robert Murphy, Doubleday (hardback) 1964, or Pyramid (paperback).

The books recommended will be available to Navymen through shipboard libraries and the general shore-based libraries so far as funds are available. Individuals may borrow books on the lists, by mail, directly from the following Auxiliary Library Service Organization outlets:

- Chief of Naval Personnel (G14), Department of the Navy, Washington, D.C. 20370 for Navymen in Northeast, Europe or Middle East areas.
- Commanding Officer, U. S. Naval Station (Library-ALSC), Bldg. C-9, Norfolk, Va. 23511, for Navymen in Southeast, Mediterranean or Caribbean areas.
- Commanding Officer, U. S. Naval Station (Library-ALSC), San Diego, Calif. 92136, for men in Midwest, Southwest or Pacific Coast.
- Commanding Officer, U. S. Naval Station (Library-ALSC), Box 20, FPO San Francisco 96610, for personnel in Pacific, Hawaii areas.
- Commanding Officer, U. S. Naval Station (Library-ALSC), Box 174, FPO San Francisco 96630, for men in Far East and Guam areas.

WAY BACK WHEN

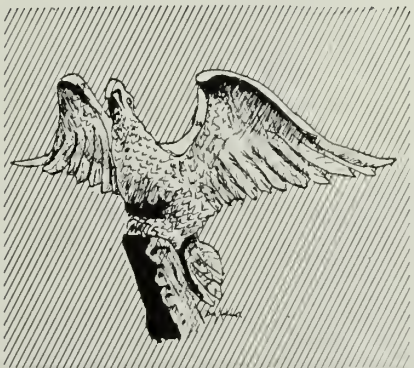
Early Ships Had Nice Figures

In sailing days, figureheods were as much o port af the ships as the sails. They were worshipped, loved and macked; they were the basis af superstitian ta many, while to athers they were a source of inspirotion. Although they served no practical purpose, hardly a ship soiled without o figurehead af same type.

Figureheods were always mounted in ane place—at the bow under the bowsprit. But the figureheads themselves were quite voried. They were corved in the likeness af religious figures, sweethearts, the ship's owner, his doughter or same distinguished politician.

Roman wor golleys bore animals and human figures while Greek vessels were odorned with beoutiful lodies in flowing robes.

In medieval times ships went to seo with colorful oltors ond soints on their prows. But as times chonged, the figureheads became female figures that varied from coy to roguish.



Figurehead af USS Lancaster

In the 17th Century, soldiers in bright armor mounted on horses appeared on ships.

The most chorocteristic American figureheads were full-length female figures larger than life-size. Generally, they were carved in pine and then painted and gilded. Seldom were they made from a single block—more often they were severol pieces doweled tagether. Arms usuolly were detachable sa they could be removed during raugh weather.

As ship construction turned ta iran and steel, wood corvings were na langer suitable, and corvings were simplified to a form of a scroll or billet heod. Also, when the steamer come into existence, ships no langer hod the clipper type bow which had lent itself so well to a figurehead.

The Navy, in 1907, ardered that figureheads be removed from navol vessels and be sent to the stote for which the ship was named. Nevertheless, as late as 1914 mony bottleships come from the builders' yords with consideroble scroll work. Today, except for o few yochts, it is hard to find a vessel with a figurehead ar even a small amaunt af scrallwork.

There ore mony figureheods still to be seen—in neorly ony Novy or Merchant Morine museum for example. Check the Morch 1965 issue of *ALL HANDS* (page 14) for information an museums and their location.

ALL HANDS SPECIAL SUPPLEMENT

SKIPJACK

E-1
SS 184
SSN 585

WHEN THE NUCLEAR sub USS *Skipjack* (SSN 585) was commissioned back in March 1959, commentators simply couldn't find enough glowing words to describe her.

"Most extraordinary naval vessel ever built . . . Subs like *Skipjack* are task forces in themselves . . . Riding in a jet plane can't compare with it. You expect speed in an aircraft. But *Skipjack's* speed in the dense medium of water is truly astonishing."

And as ADM Arleigh A. Burke, then Chief of Naval Operations, commented at *Skipjack's* commissioning, she was "the forerunner of a new generation of submarines," combining nuclear propulsion and a streamlined hull of new design to give the greatest submarine performance in history.

And dive? The sub's first commanding officer, CDR William W. Behrens, Jr., USN, cleared up that matter. "We only plan to make one dive. And that's at the beginning of a cruise."

From the beginning, it was anticipated that the pilot, co-pilot and "flight engineer" would fasten their seat belts before going into the sub's high speed maneuvers. (You will note that already the submariners were falling into airmen's jargon). The balance of *Skipjack's* crew, 75 enlisted men and nine officers, were to hang on to straps like subway commuters during the ship's twists and turns, banks, half-rolls and quick dives.

So what was all the fuss?

Skipjack was, and is, the first of a class intended to serve as antisubmarine submarines. She incorporated everything the U. S. Navy had learned about submarines since the first was commissioned back in 1900.

The most conspicuous feature was her shark-shaped (or whale-shaped, depending upon your point of view) hull, which had been designed as a result of experience gained with the diesel-powered *Albacore*. She was driven by a single propeller and carried her diving planes on her sail. Dockside boarding was by means of the diving planes which led to the main hatch.

Operation was also different from that of her predecessors. Crew men of diesel-powered subs were interested to note that, to fill ballast tanks and submerge, the operator simply pushed a series of buttons. *Skipjack's* pilot, after course, speed and depth were determined, set the automatic pilot then sat back and relaxed, much like his counterpart on a trans-ocean plane. Electronic gadgets throughout the ship replaced much of the routine drudgery of submarine operation.

Quite a ship.

IN THE FEBRUARY issue of ALL HANDS, Jon Franklin had a few thousand words to say concerning the rapid development of ships, hardware and men in the Navy. As he remarked, "We don't know precisely what's going to happen in the next ten years, but we can be sure that this will be a much different canoe club in 1975."

True. With this in mind, we would like to introduce to you the first *Skipjack* to be commissioned in the U. S. Navy. A glance at the second *Skipjack* will also be instructive.

The first *Skipjack* was also something of a pioneer in design and operation. It was her class that was the first to be equipped with radio and the first to be powered by diesel engines. She was 135 feet long, with a beam of 14 feet. Her normal displacement was 287 tons, and she had a top surface speed of 14 knots. Armament consisted of four torpedo tubes. Her crew consisted of one officer and 19 enlisted men.

She was launched in May 1911 and named *Skipjack;* then, in November of that same year her designation was changed to E-1 which she retained throughout the balance of her career although she continued to be referred to as *Skipjack*. She was placed in commission in February 1912, then operated with the Submarine Flotilla, Atlantic Fleet, until World War I, when she was attached to the Submarine Force based in New London.

(It might also be mentioned here that a young lieutenant, Chester W. Nimitz, fitted out *Skipjack* and took command of her in 1912. He was later to take command of the entire Navy as Fleet Admiral).

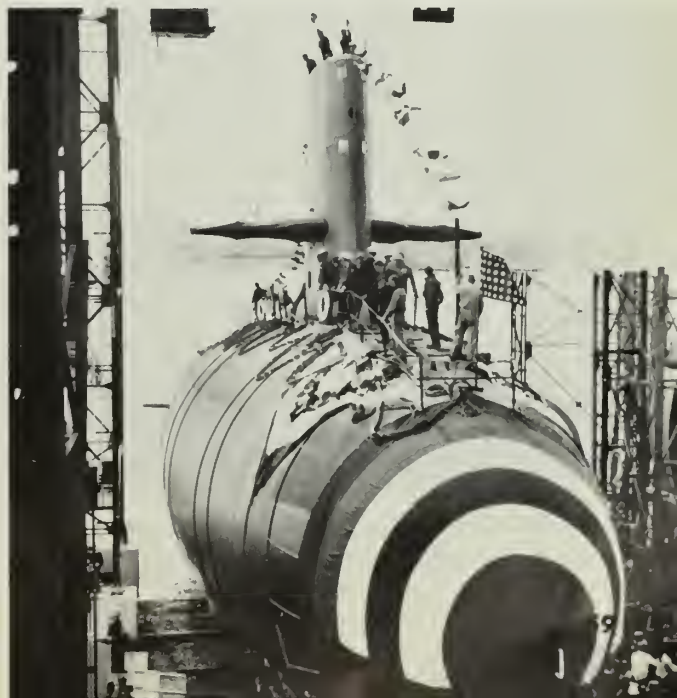
Then, in 1917, someone came up with a bold proposal. In view of the international situation and the possibility that the United States might be drawn into the European conflict, it would be comforting to have a few subs, as well as surface ships, on station when the inevitable arrived.

Thus, in December 1917, *Skipjack* in company with seven other subs, in tow by four tugs, departed Newport bound for Ponta Delgada, Azores, for operation with U. S. naval forces in European waters.

Skipjack, in company with USS *L-11*, was under tow by USS *Lykens* (AT 56). Others in the little flotilla included *L-3* and *L-4*, under tow by USS *Bushnell* (AS 2); *Conestoga* (AT 54) had the subs *L-1* and *L-2* under tow; and *Genessee* (AT 55) played mother hen to *L-9* and *L-10*. Speed was 7.5 knots; course SE by E.

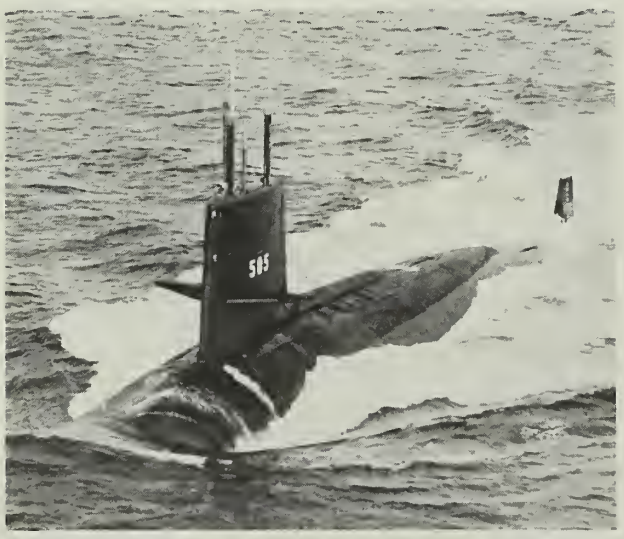
For the next two days, in fair weather, the four tugs and eight subs did just fine as they covered 180 miles

NOT EVEN A SPLASH—*USS Skipjack* was launched in 1958, combining nuclear power and shark-shaped hull.



USS SKIPJACK, E-1, performs for naval review in October 1912. This sub remained in service until 1921.

SS 184, *SKIPJACK II,* is shown in 1944. She was a workhorse in WWII, sinking 42,000 tons of enemy shipping.



SSN 585, *SKIPJACK III* displays her shark-like body and sail with diving planes during builders' trials in Atlantic.

per day. Then they ran into trouble. Excerpts of *Skipjack's* log give the picture:

7 December—Northeast gale increased in violence. After unsuccessful attempts to release towing cable, *E-1* was kept on towline for six hours, when the towing hook was finally released. After getting clear of *Lykens* and *L-11,* course was changed to run before the wind. 27.1 miles midnight to noon while being towed; 56 miles from noon to midnight, when engines were started at 4:00 pm. Heavy seas carried away all deck locker doors. Mooring line adrift. Fouled port screw and after diving rudder.

8 December—Continued running before the wind. After slight lull, gale increased in force and continued all day and night. Sighted what seemed to be one of the tugs headed west but evidently not seen by her. About 3:00 pm intercepted radiogram from *Bushnell* to subs giving rendezvous for 3:00 pm this date or, failing that, Bermuda Island. Unable to make 3:00 pm rendezvous, made course for Bermuda, speed two knots (39 miles midnight to noon; 49.9 miles noon to midnight).

9 December—Gale continued full force, ship headed NE by E. Sighted big freighter which steamed away on sighting us. (76.3 miles from midnight to noon; 61.5 miles from noon to midnight. During this period, starboard engine only was used, as port engine was still fouled with towing line).

10 December—At daylight with gale still full force, found forward radio mast carried away and wooden bow rudder guard awash. Sky gave evidence of clearing, but storm did not abate. (63.8 miles from midnight to noon; 56.7 miles from noon to midnight. On each day port engine would be run for an hour or so on batteries).

11 December—Wind still blowing strong. Making two knots against the sea. 39.8 miles midnight to noon; 59.7 miles noon to midnight. Wilcox, A. H., QM 2/c received first-aid treatment for acid burn in left eye. No permanent injury.

12 December—Storm abated enough during night to allow clearing topside wreckage and rerigging radio antenna. Put man overside and cleared port screw and diving rudder. Went ahead on engines at 7:00 am, speed nine knots, increasing to 10 knots at 8:00 am. (69.5 miles midnight to noon; 123.1 noon to midnight). All hands cleaned up boat and made repairs.

13 December—At 8:00 am, speed 11 knots. Sea moderate, weather fair. At 4:20 pm spoke Italian merchantman, requested convoy into Bermuda as precaution in view of disabled diving gear. Anchored at 7:30 pm.

14 December—At 1:00 am new storm broke. Anchor carried away which forced us to cruise about channel until daylight. Secured to *Bushnell* off Ireland Island at 8:00 am. Held medical inspection of crew and took aboard spares and provisions from *Bushnell.*

So much for *Skipjack's* vacation cruise to sunny Bermuda. She remained tied up to dock until 31 December when, after repairs, she made it to Ponta Delgada in January 1918. We can't say for certain whether or not she actually crossed the Atlantic under tow or on her own power.

Skipjack's Azores patrol was about the extent of her career. Developing battery trouble in September, she was returned to New London, was placed out of commission in 1921 and sold in 1922.

Contrary to some reports, *Skipjack* was not (to the best of our knowledge) the first submarine to cross the Atlantic, nor was her squadron (*L-1, L-2, L-3, L-4, L-9, L-10* and *L-11*) the first to reach the Azores. *K-1, K-2, K-5* and *K-6* preceded them by three months, arriving in the Azores in October 1917.

THE SECOND *Skipjack* (SS 184) was a boat of an entirely different nature. It might be said that, except for experimental value and the necessity of development, *Skipjack I* was not really a bargain even though her original cost was, without doubt, minuscule in comparison with her later namesakes. Nevertheless, it was necessary for her to exist to make possible the truly formidable weapons we have today and will have tomorrow.

SS 184 really earned her keep.

Her future did not appear particularly promising when as a three-year-old, she was caught with her engines down for overhaul when the Japanese bombed Manila on 8 Dec 1941. This was after her commissioning in June 1938, routine shakedown in the Atlantic, transfer to San Diego in 1939, then, two months before Pearl Harbor, assignment to the Asiatic Fleet.

Despite the distractions of well-nigh continual bombing, the crew managed to ready *Skipjack* for sea by the following day and off she went for her first of many war patrols.

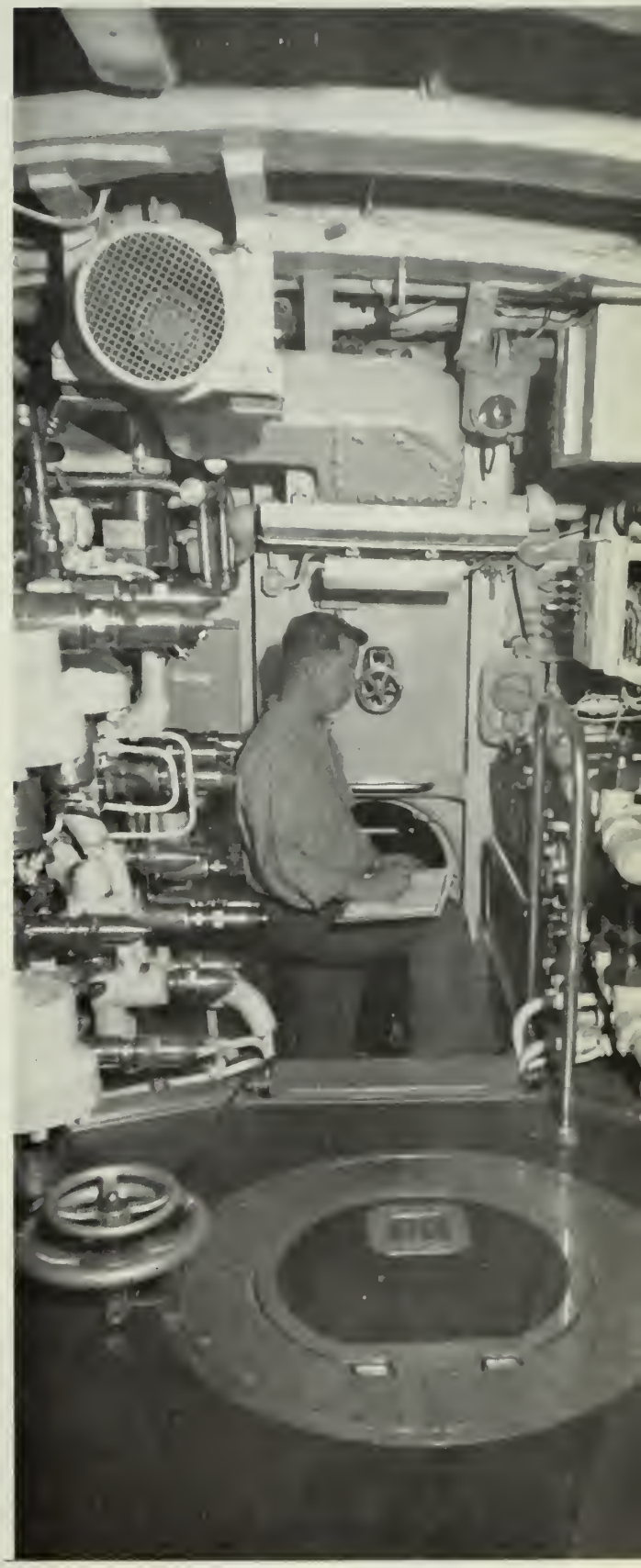
Shortly after arriving on station off the island of Samar, during the early part of the patrol, she sighted a cruiser with two destroyers. The boat was detected before she could fire, and she received a thorough depth charge attack. During this time, the obsolete main engine exhaust valves leaked, flooding two main and one auxiliary generators. The bilges were flooding slowly and the noisy type drain pump then in use brought an additional trail of depth charges from the cruiser's escorts. The best that could be said for *Skipjack* on this, her first, patrol was—she survived.

The final portion of the patrol was spent in the Celebes Sea area. The boat received its fuel during the night from an exceedingly jittery Balikpapan oil depot. Liberty was granted and all hands had their first good bath in nearly two months. Leaving early next morning submerged, the CO was able to watch the Japanese bomb the oil fields, and as *Skipjack* left the harbor, the surface was ablaze with burning oil.

The next venture was a patrol in the Celebes Sea-Lombok area, just before Darwin was bombed. (*Skipjack* had refitted alongside USS *Holland* (AS 3) in Darwin just a few weeks before.) The highlight of this patrol was a shot at a Japanese carrier. A shot, but no hit.

The third run was made in the Celebes, Sulu and South China seas. Better luck this time. Four cargo ships totaling 29,000 tons were sunk, all by torpedo fire. On one occasion, contact was made by a gunner's mate on lookout at an estimated range of 23 miles. (That's what the log says.)

The fifth patrol was a little hairy. After sinking a 7000-ton AK off Truk, *Skipjack* sighted a Japanese destroyer on a parallel heading at night. *Skipjack* didn't have time to reload her torpedo tubes, so she made a quick dive. The destroyer promptly advanced to a rearward position of about 4500 yards and circled the boat, valiantly dropping depth charges. Then she went away from there and *Skipjack* resumed her patrol.



SKIPJACK engineman checks reactor fresh water temperature as the nuclear powered attack submarine cruises.

IT WAS A GOOD THING that the crew had plenty of experience behind them on *Skipjack's* ninth patrol. While in the Carolines-Marianas area, contact was made on another 7000-ton AK. The attack was a night radar and periscope approach. After submerging for the attack and just before firing, sonar reported fast screws approaching. A glimpse through the periscope showed a destroyer coming their way. *Skipjack* got off four hits from the bow tubes on the destroyer, then shifted back to the AK with her stern tubes.

One of the valves stuck open and the after torpedo room started to flood. The torpedomen were unable to get the emergency valves closed until the boat had taken on almost 14 tons of water. This resulted in a large up angle and the boat surfaced. While this was going on, communications were cut between the after torpedo room and the rest of the boat.

Through it all, the gyro setter operator and torpedoman stayed at their stations. The gyro setter operator kept his angles set although his machine was under water most of the time and he came up for air only when he had to. By the time the boat was under control, the water had reached the tops of the upper tubes.

Meanwhile, *Skipjack* had managed to get a hit on the AK.

BY THIS TIME, it was getting well into 1944 and the tenor of the war had changed. Instead of being the hunted, U. S. subs were the hunters. Good targets were becoming harder to find. *Skipjack* took a break from her routine war patrols to test a new type of torpedo in the cold waters in the vicinity of Pribilof Island, then went on her 10th, and final, patrol.

But war could still be dangerous and uncomfortable. While engaged in a gun fight with a small sub chaser, *Skipjack's* CO, CDR R. S. Andrews, USN, received a .25 caliber slug in his hand as he was observing the enemy vessel through binoculars. *Skipjack* sank the sub chaser, then later in the patrol damaged a 3000-ton AK and exchanged blows with a *Kamikaze* class destroyer.

For *Skipjack*, the rest of the war was, relatively speaking, a vacation. Her next assignment was duty in connection with the Sound School under the direction of Commander Destroyers Pacific. This meant independent duty, which was the first of its kind for *Skipjack*. During the three-month tour of duty at Ulithi Islands, all hands lived more or less like natives. Everyone worked on their sun tans, practiced swimming and did extensive research in the art of loafing. Acting as a target was ridiculously easy after the crew's earlier experiences. A simple run at 100 feet, either steady on course or evasive action as required.

At first, on her trip back to New London at war's end, the crew felt somewhat suicidal at the practice of showing running lights and smoking on deck, but the easygoing practices of peace were learned readily.

For the next few months she helped test new torpedoes, acted as a school ship and, as a break in her routine duties, rescued a party of 19 persons who had drifted out to sea in a disabled fishing boat.

Designated as a target ship, she survived two Bikini atom bomb tests. She continued to serve the U. S. Navy in one capacity or another until finally, in 1948, she was sunk by a barrage of aircraft rockets during war games off the West Coast.

Some 25 years separated Skipjack I *from* Skipjack II. *But more than a relatively brief span of time distinguished the one from the other.* Skipjack I *was unable to cross the Atlantic without outside assistance and she was very nearly lost in what must have been a routine storm. Her military value was negligible. Serving on board required a sense of dedication, a strong stomach and massive endurance.*

Skipjack II *was not one of the headline-winners of her war. She did a sound, workmanlike job, sinking more than 42,000 tons of enemy shipping and damaging another 30,000 tons. She earned seven battle stars on her Asiatic-Pacific Area service medal, survived four years of intense warfare and was still going strong at the end.*

During the 21 years between the commissioning of Skipjack II *and* Skipjack III, *it is safe to say that the progress in the development of submarines has been considerably greater than it was in the period between* Skipjack I *and* II.

LOOKING LIKE a sea monster rising from the deep, *Skipjack's* sail towers out of the water during builder's trials.

DECORATIONS & CITATIONS

DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ GRIFFIN, CHARLES D., Admiral, USN, as Deputy Chief of Naval Operations (Fleet Operations and Readiness) from December 1961 to June 1963. The readiness and proper deployment of U. S. Navy forces during the Cuban quarantine were a major concern of ADM (then VADM) Griffin. His perception and understanding, both of possible measures available to our forces and of the likely response to be expected of our adversaries, enabled him to discharge his responsibilities during this crisis with great skill. Under his leadership, the concept of specially trained counterinsurgency teams was developed, and the first Sea Air Land (SEAL) teams were established. He also helped introduce into the Fleet such important contributions as the Automatic Air Intercept Control Computer, Drone Antisubmarine Helicopter (*Dash*) weapon system, P3A *Orion* patrol plane and Fleet Computer Programing Centers.

★ MOORER, THOMAS H., Admiral, USN, as Commander, U. S. Seventh Fleet from October 1962 to June 1964. ADM (then VADM) Moorer demonstrated a superb grasp of tactical and strategic considerations in maintaining a high level of readiness in the Seventh Fleet during a period of markedly increased tension. His management of available resources insured rapid and effective response in contingencies where the maintenance of the most delicate balances of power was in the highest national interest. Through his understanding of inherent politico-military considerations, and close personal relationship with the chiefs of state and other leaders in the Far East, he contributed materially toward strengthening the bonds between the United States and her allies in that area.

Gold Star in Lieu of Second Award

★ SCHOECH, WILLIAM A., Vice Admiral, USN, as Chief of Naval Material from 1 Jul 1963 to 28 Feb 1965. Responsible for the organization, command and operating philosophy of the Naval Material Support Establishment, VADM Schoech achieved a cohesive and highly motivated organization in record time. He achieved a major change in Navy material organization without disruption of functions or loss of morale among the personnel affected. VADM Schoech's direction established cost reduction records within the Department of Defense and reduced procurement processing time.

LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ BLICK, CHARLES A., Rear Admiral, SC, USN, as Executive Director, Procurement and Production, Headquarters Defense Supply Agency, from 18 Jan 1962 to 26 Mar 1965. Through his direction, policies and procedures were developed for the management and execution of the Defense Supply Agency's procurement and production functions involving a vast procurement buying program. He achieved the most advanced methods and techniques compatible with the agency's requirements, resulting in substantial economy and effectiveness in the conduct of the procurement mission.

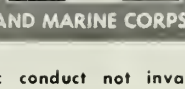
★ MULLER, WILLIAM F., Captain, SC, USN, as Supply Officer of the U. S. Naval Station, Norfolk, Va., from 5 Aug 1963 to 8 Mar 1965. CAPT Muller was responsible for effecting substantial reductions in inventories, reducing requirements for warehousing facilities, decreasing issue processing and receipt takeup times, significant reductions in AOCP/ANFE and work stoppage rates, and an unusually effective approach to personnel management by voluntarily reducing on board personnel ceiling, thereby reducing over-all operating costs without individual hardships.

★ MURPHY, OWEN B., Captain, USN, as Commander Military Sea Transportation Service, Pacific Area, and as Chief of Staff and Aide to Commander MSTS, Pacific Area, from 19 Jun 1961 to 14 Nov 1964. His professional skill, judgment and resourcefulness markedly improved the operational readiness of MSTS, Pacific Area, and enhanced the prestige and objectives of MSTS and the U. S. Navy.

★ WARD, ALFRED G., Vice Admiral, USN, as Commander U. S. Second Fleet, from 20 Oct 1962 to 2 Aug 1963. Assuming command of the Second Fleet within two days of the promulgation of the Cuban quarantine order, VADM Ward swiftly completed moulding the ships, aircraft, and personnel of this command into a powerful instrument of national policy in the quarantine area. His forces prevented any untoward occurrences, and were instrumental in preventing any further escalation of the rapidly developing crisis. Throughout his tenure as Commander U. S. Second Fleet, VADM Ward maintained a high state of readiness and effectiveness in his area of responsibility.

Gold Star in Lieu of Second Award

★ TAYLOR, EDMUND B., Rear Admiral, USN, as Commander ASW Forces, U. S. Atlantic Fleet, from February 1960 to November 1963. During the Cuban crisis of October 1962, Admiral Taylor effectively utilized ship and airborne detection equipment to maintain successfully surveillance of all Soviet Bloc vessels in the entire Atlantic area while continuing to provide ASW protection to the quarantine forces. The effectiveness of his units provided an extremely formidable deterrent to the use of submarines against the blockade forces. He has been particularly effective in establishing efficient, cordial and effective command relationships with our Canadian allies to the end that our total ASW forces may now complement each other and function as one force.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ SLEMPA, PETER P., Jr., boilerman first class, USN, for assisting in the rescue of flood victims in the Danang area, Republic of Vietman, on 3 Nov 1964. Traveling across the already flooded Danang River bridge, Slempa, observing many Vietnamese flood victims in various stages of distress, rendered immediate assistance, leading or carrying people on his back from seriously endangered areas to his truck. After making four round trips to safe locations, he searched homes for other flood victims and was responsible for saving many lives. During this period, heavy rains, gusty winds, a water level of several feet on the bridge roadway and floating debris carried by swift currents made rescue efforts extremely hazardous. Slempa continued in his rescue efforts until river and road conditions made further efforts on his part impossible.

TAFFRAIL TALK

A RECENT CEREMONY in the U. S. Naval Academy Museum again brought to public view the accomplishments of Albert A. Michelson, one of the Academy's most eminent graduates, who later taught at USNA and won the Nobel prize in physics.

A copy of a recently discovered report was presented to the Secretary of the Navy. The report was the one in which Michelson described the experiment by which he first accurately measured the speed of light. Michelson's new knowledge eventually led him to the discovery that light was constant. This in turn, led to Einstein's theory of relativity.

Michelson graduated from the U. S. Naval Academy on 31 May 1873. During his midshipman years, he was a good fencer and tennis player and the Academy's top lightweight boxer.

Academically, he finished first in optics, acoustics and drawing. He was second in mathematics but was fourth from the bottom in seamanship.

After his graduation, Michelson served at sea and, in 1876, returned to the Academy where he remained until September 1880 as an officer instructor in physics and chemistry. He was then sent to Europe by the Navy for advanced study.

After he left the Navy, in 1882, Michelson became a professor of physics in the Case School of Applied Science. Eventually he went to Chicago University to head the Physics Department.

During his lifetime, Michelson received 11 honorary degrees from American Universities and was awarded many medals and prizes for his work.

In 1907, Michelson became the first American to receive the Nobel Prize in physics. The same year, he also was awarded the Copley Medal—the most distinguished honor bestowed by the Royal Academy of Great Britain.

Michelson's research had its roots in the 17th century when Olaus Roemer, a Danish astronomer, concluded that light, instead of being instantaneous, needed time to travel from one point to another. He even went so far as to compute the speed of light but missed the mark by 48,000 miles per second.

While instructing at the Naval Academy, in November, 1877, Michelson, at the cost of a few dollars, put together an instrument consisting of a lamp, a condensing lens and two mirrors each 500 feet apart. One of the mirrors was in a fixed position while the other rotated on a vertical spindle at 130 revolutions per second. By using the measured length of the light path and the mirror's known rotational speed, Michelson was able to calculate the speed of light with greater accuracy than had been accomplished before that time. The young ensign's assistants in this monumental achievement were his midshipmen students.

After his initial experiments, Michelson enjoyed the encouragement of such scientific giants as Simon Newcomb and Alexander Graham Bell.

Einstein was to say this about Michelson: "It was you who led the physicists into new paths, and through your marvelous experimental work paved the way for the development of the theory of relativity. Without your work this theory would be scarcely more than an interesting speculation."

Michelson, one of the best known Academy graduates of the late nineteenth century, died in 1931 at the age of 79. At the U. S. Naval Academy where he received his education, and where as an officer he made his first world-famous experiments, he will be memorialized by the proposed new science building which will bear his name.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

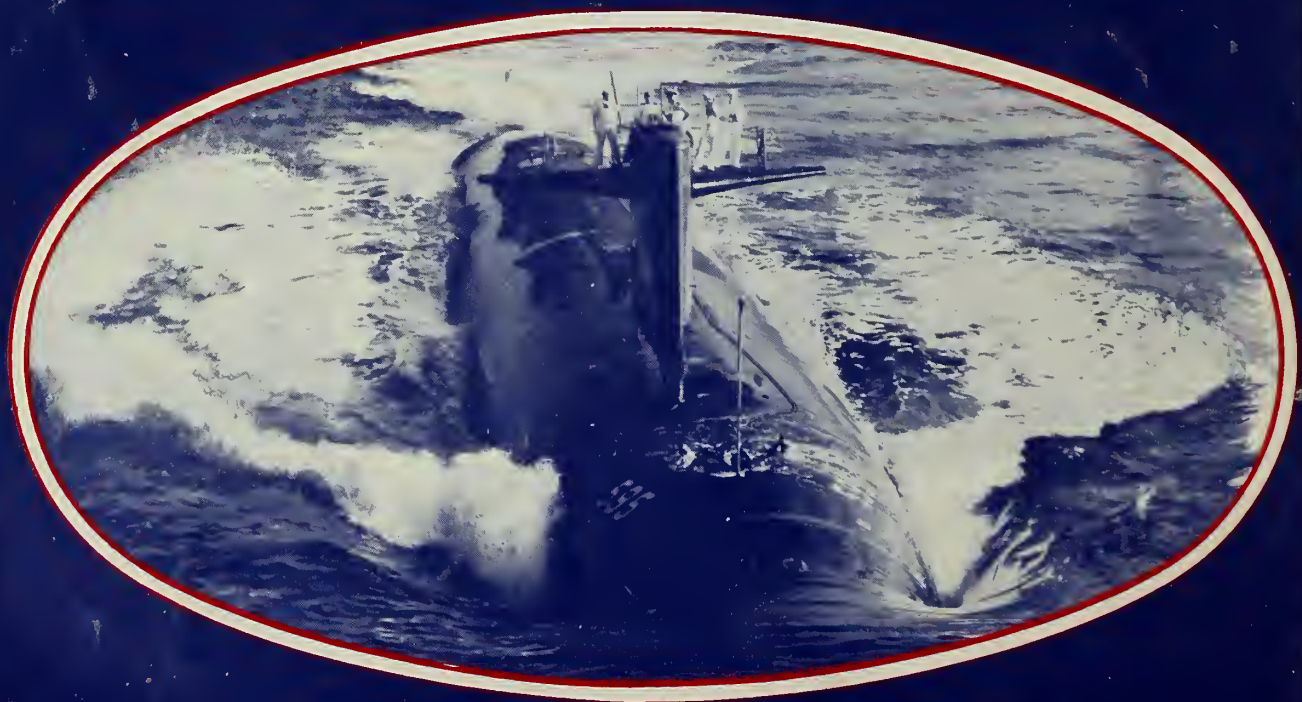
ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• AT RIGHT: LINE WORK—Seaman Bernard Lambert catches a line heaved from below while performing maintenance work on black and tackle aboard submarine rescue ship *USS Greenlet* (ASR 10) in Pearl Harbor.—Photo by Dave Kosbiel, PH1, USN.

". . . Without a decisive Naval force we can do nothing definitive . . . and with it everything honourable and glorious . . . A constant Naval superiority would terminate the war speedily—without it, I do not know that it will ever be terminated honourably."

George Washington in a letter to Lafayette
—15 November 1781

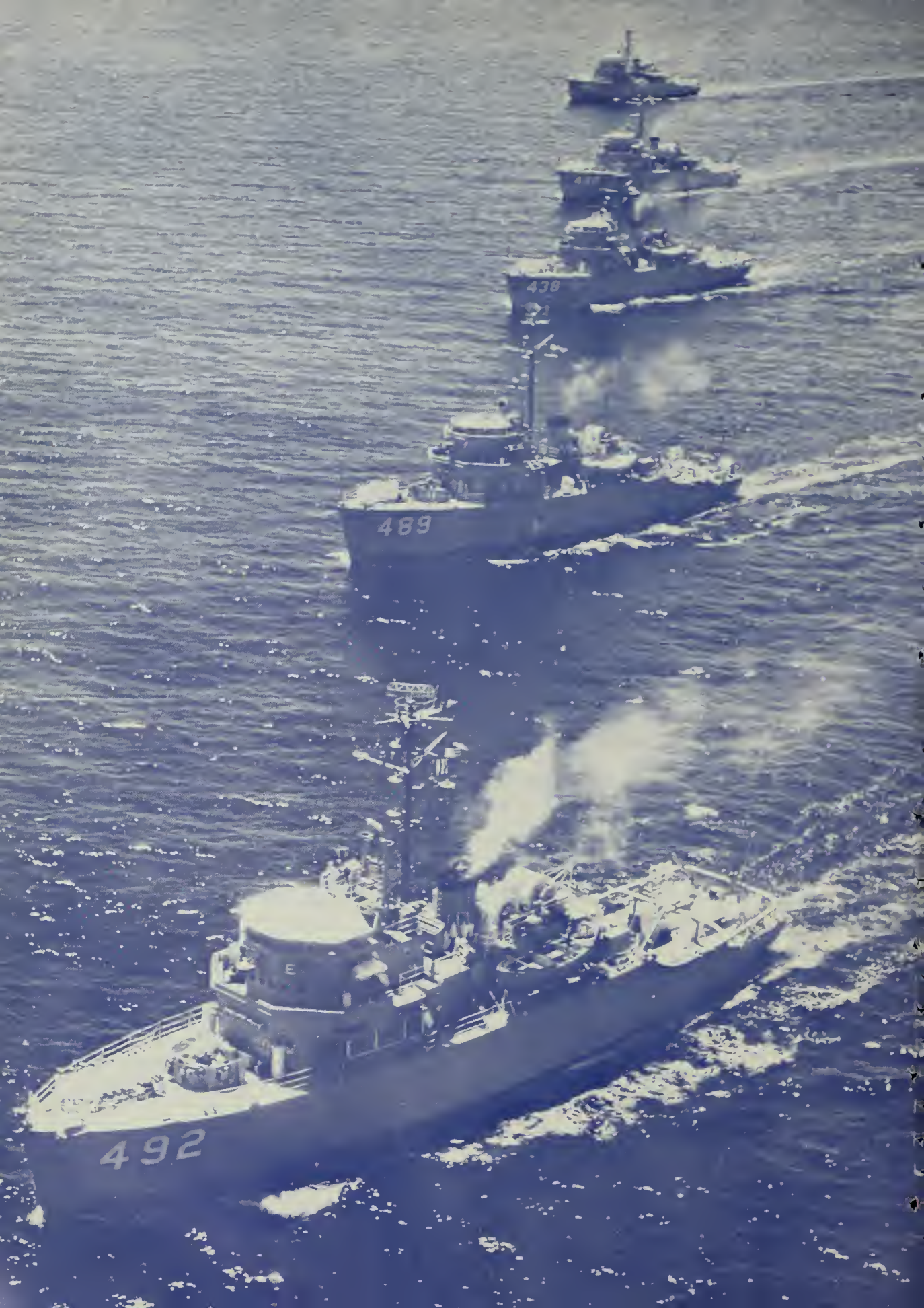


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

NAVAL ACADEMY APPOINTEE

AUGUST 1965


438
489
E
492

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

AUGUST 1965 | Nav-Pers-O | NUMBER 583

TABLE OF CONTENTS

• **FRONT COVER:** ACADEMY BOUND—Scott Weekly, AN, attached to Jet Attack Squadron 861 at NARTU, NAS Norfolk, Va., is one of the selectees to the Naval Academy. The Navy offers this annual opportunity to a quota of 85 Regular Navy enlisted personnel on active duty and an additional quota of 85 enlisted men from the Naval Reserve.

• **AT LEFT:** LINE UP—Ocean minesweepers of Mine Division 73 steam together in Pacific. Top to Bottom: *USS Illusive* (MSO 448), *Conquest* (MSO 488), *Esteem* (MSO 438), *Gallant* (MSO 489) and *Pledge* (MSO 492). The sweepers are working out of their home port at Long Beach, Calif. Last year they served a tour with the Seventh Fleet in the Western Pacific.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to subactivities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

Ocean

A ship the size of the cruiser USS *Oklahoma City* (CLG 5) depends heavily on the men in her engineering department who run the evaporators and boilers.

The cruiser can operate normally for only a few days before her fresh water supply runs out. Therefore, the distillation of sea water to replenish the boiler feed and potable water tanks is an essential part of the ship's operation.

With the distillers running, *Oklahoma City* can be kept in fresh water almost indefinitely.

The process used is a simple one, consisting of evaporation and condensation. Evaporators in *Oklahoma City* contain two compartments in a single shell. They distill sea water in two stages through the use of steam tubes submerged in the sea water.

Steam used to heat the water during the process is auxiliary steam exhaust or boiler steam not needed to drive a propeller shaft or generate electricity.

The pressure of sea water entering the units is lowered in the vacuum of the first compartment, enabling it to boil at temperatures lower than 212 degrees Fahrenheit. In the second compartment, the pressure is lowered still more so an even lower boiling temperature is achieved.

As the water boils, steam is produced and passed over condensing

Water Makes Sea Power

tubes, which change the steam to fresh water while heating the incoming salt water. Also, some of the exhaust steam used to heat the salt water is turned back into fresh water in the condensing tubes.

Except for steam lost to the process in heating the ship and water used by the crew, the process runs in a closed cycle.

Water used by the crew exceeds that used by the boilers but, since the ship cannot make fresh water without boiler steam, the needs of the crew must play second fiddle to the needs of the boilers.

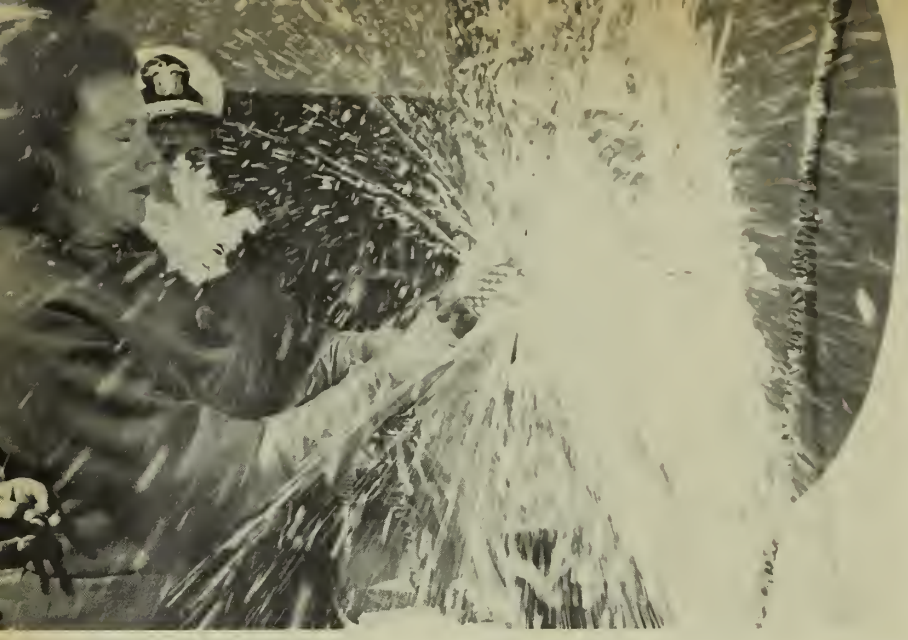
Fresh water made in the evaporators is as chemically and biologically pure as possible. This prevents the steam lines from clogging and the boilers from coating with mineral scale—both of which reduce the ship's operating efficiency.

Continuous watches are held in the evaporator spaces to insure that efficiency. Gauges are checked and periodic tests of water purity are made before the water goes to the storage tanks.

Mechanical devices are also used to insure that the water from the evaporators is relatively salt free. One of these is a valve which automatically diverts the fresh water to the bilges when its salt content exceeds .25 grains per gallon.

Oklahoma City's evaporator room personnel use a chemical solution to keep the distilling units clean. The chemical solution keeps impurities suspended in the brine and reduces the amount of scale-causing foam. This means the units can be operated almost continuously, so preventive maintenance—in the form of securing and chemically scouring the equipment—is needed only about twice a year.

Clockwise from bottom left: (1) Salinity tests are made to insure water purity. (2) Temperature checks are made hourly during evaporation process. Sea water (3) is purified in evaporators (4) before use by crew (5). (6) Aerial oblique portrait of guided missile cruiser USS *Oklahoma City* (CLG 5).



CHRISTENING of *USS Andrew Jackson* was performed with big splash. *Rt:* Frigate *Constitution* is launched at Boston.

ROUNDHOUSE swings are taken by sponsors of *Barney* and *England*. *Below: USS Bancroft* was christened by two descendants of Naval Academy founder.

Bring

NAVY SHIPS differ greatly from one to another, but almost all have one thing in common—they were launched with a bottle of champagne.

Launching and christening are nautical traditions that date back thousands of years, to the time when it was believed that a ship had to be dampened before it touched the water.

In the earliest days of the ceremony, history records that human sacrifices were sometimes offered to pagan deities in return for the safety of the ship's crew. As the pagan gods became less demanding, sheep or oxen were offered as substitutes.

Christening a ship by breaking a bottle of wine on its prow is believed to be a survival of the ancient custom of dedicating each vessel to the protection of a favored national deity. In the days when this type of dedication prevailed, the ships often bore images of the pagan figures to whom they were dedicated.

Early Greeks and Romans, for example, splashed their ships with red wine offered in the name of Bacchus, god of wine, or Neptune, god of the sea. Their ships were normally adorned with figureheads in the image of goddesses. Later, the offering was made to the figureheads, which may be the origin of calling a ship "she."

During the Middle Ages, the cere-

USS CONSTITUTION was launched on third try. *Rt: USS Henry B. Wilson* (DDG 7) was launched sideways in Michigan.

Out the Champagne

mony became a ritual over which a priest presided. It took on characteristics comparable to a baptism.

IT WAS AT THIS TIME that a libation of red wine, symbolic of blood, was used in the christening. It was poured from a silver goblet over the bow of the ship, the name pronounced and the ship launched as the goblet was thrown overboard.

In later ceremonies of this type a net was put over the bow of the new ship before the ceremony, to catch the goblet as it went over the side.

French fishing craft and merchant vessels launched in the 1700s were blessed by the clergy, but no wine was poured over the bow—it was served to those present at the ceremony, and drunk in toast to the new ship.

The custom of dampening the new ship before it entered the water was changed by the U. S. Navy. In the old days a ship's sponsor would go aboard and break the bottle of water or wine over the bow as the ship struck the water, simultaneously pronouncing the name. Sponsors were thus launched with the ships.

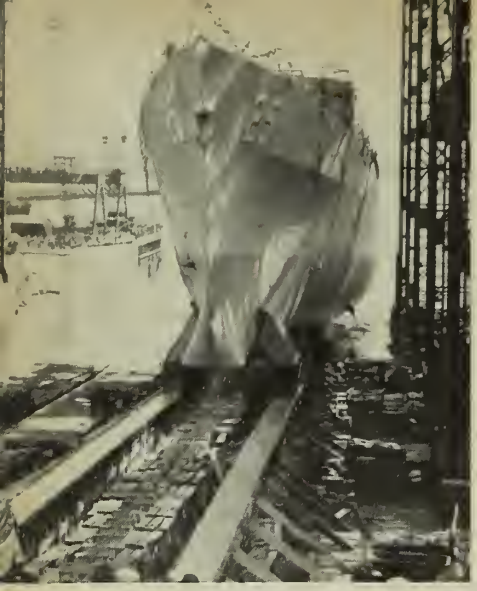
The earliest U. S. ships were named by naval officers. Commodore John Paul Jones launched the first U. S. ship of the line, *America,* on 5 Nov 1782, and many other famous officers named later ships.

Contrary to modern practice, women were not allowed to christen ships until the 18th century, when the Prince of Wales broke precedent by inviting ladies of the court to act as sponsors.

The first U. S. ship to be christened by a woman was the sloop-of-war *Concord,* launched in 1828 by a "young lady from Portsmouth." (In those days women were not named in the newspapers.) From that time on, few men christened ships. In 1898, the Navy Department made it official policy to select only women as sponsors.

LITTLE HAS BEEN DONE to change the traditional ceremony in the U. S., but there have been unusual occurrences at launchings. In 1858, USS *Hartford* was launched by three sponsors. In order, they used Hartford Springs water on her bow, Connecticut River water on her figure-

POLARIS sub *USS Lafayette* (SSBN 616) hits water for first time at christening.



NUCLEAR frigate *Bainbridge* enters Fore River. Center cut shows bottle wrappings. *Rt: USS Jack* goes down the ways.

head and sea water on her bow.

When USS *Chicago* was launched in 1885, three doves were released from red, white and blue ribbons to celebrate the occasion.

With the exception of those ships launched during the prohibition era, U. S. naval ships have nearly always been christened with wine—usually champagne. Tradition has it that "Old Ironsides," USS *Constitution*, refused to be launched with water. Water was used twice to no avail. On the third attempt, a bottle of choice old Madeira was broken on her bow—and she slid down the ways.

The first ship to be launched with wine after Prohibition was USS *Cuttlefish* (SS 171) on which a bottle of champagne was broken 21 Nov 1933.

It is now considered unlucky for plain water to be used in the christening ceremony. Champagne has replaced water and other wines as the liquid used.

AT ONE TIME it was customary for the sponsor to throw the bottle of wine at the ship's bow at the proper moment. This method had one drawback—the bottle sometimes missed its mark and hit spectators. In one instance, the injured person sued the British Admiralty for damages.

As a result, the use of a line or lanyard securing the bottle to the forecastle came into being, and is still used today.

To prevent the jinx of a bottle that fails to break, many shipyards furnish a "jinx-buster" for the launching. He makes sure that the bottle is broken on the prow before the ship slides beyond reach. He also has the job of retrieving wild swings.

Another safety device is the mesh jacket put around the champagne bottle. This casing prevents flying glass from injuring onlookers. It also preserves the shape of the bottle to some extent. Traditionally, the remnants of the bottle and jacket are presented to the sponsor after the christening.

It was once the custom for officials of the Navy yard or shipbuilding company to designate sponsors for new ships. In recent years, however, the Secretary of the Navy has designated them.

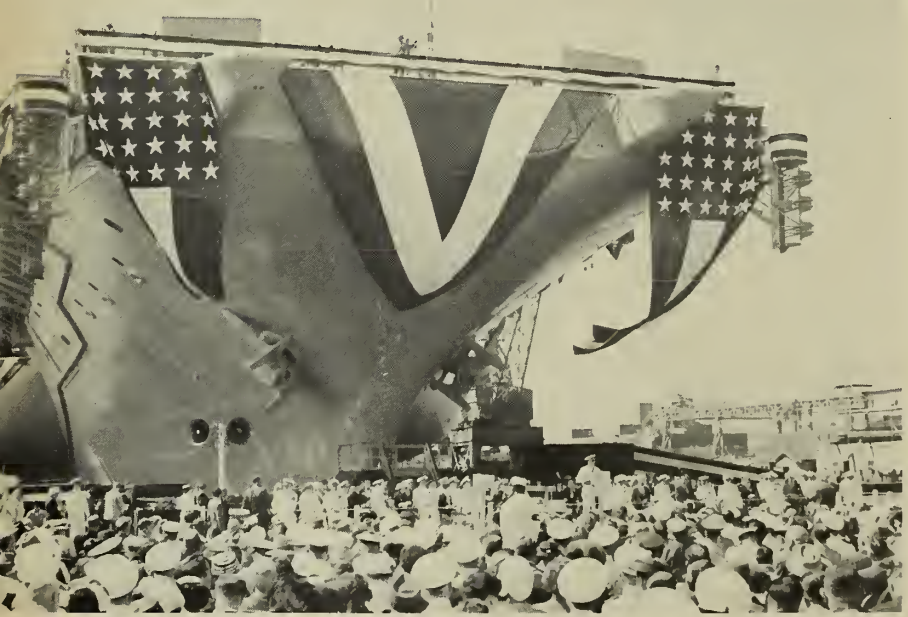
When ships are named for individuals, the sponsor is usually the senior lady who is a direct descendant of the person for whom the ship is named. Cruisers, named for cities, sometimes have as a sponsor the wife of the governor or the wife of the mayor of the city.

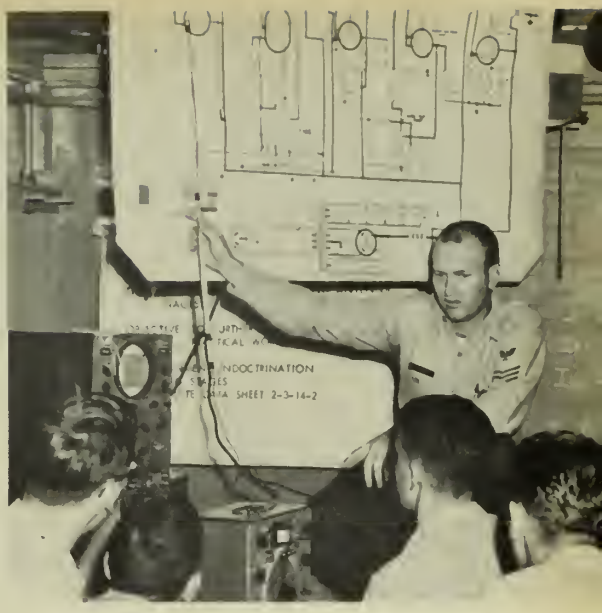
In other cases, sponsors are chosen from those closely connected with the Navy.

Most ships carry a bronze plaque stating when, where and by whom the ships were launched.

—Kelly Gilbert, JO2, USN

LAUNCHING of carrier *Independence* was done in drydock, as with other large ships. First wetting of ship's keel was performed by opening flood gates.





BASIC FACTS—Student trouble shoots radar timing circuit. *Rt:* Instructor traces signal through a receiver.

They're All 'A' Students

THE OLD CLICHE that the strength of a house lies in its foundation might well be applied to the 19-week Avionics Fundamentals school located at the Naval Air Technical Training Center, Memphis, Tenn.

The school, which is the largest of its type in the Navy, provides instruction in the fundamentals of avionics and qualifies students for either class "A" Aviation Electronics Technician Schools; the Antisubmarine Warfare Course; Aviation Fire Control School; or the Training Deviceman School.

A curriculum development board and civilian educational specialists are maintained to insure that current equipment and the latest teaching methods are used.

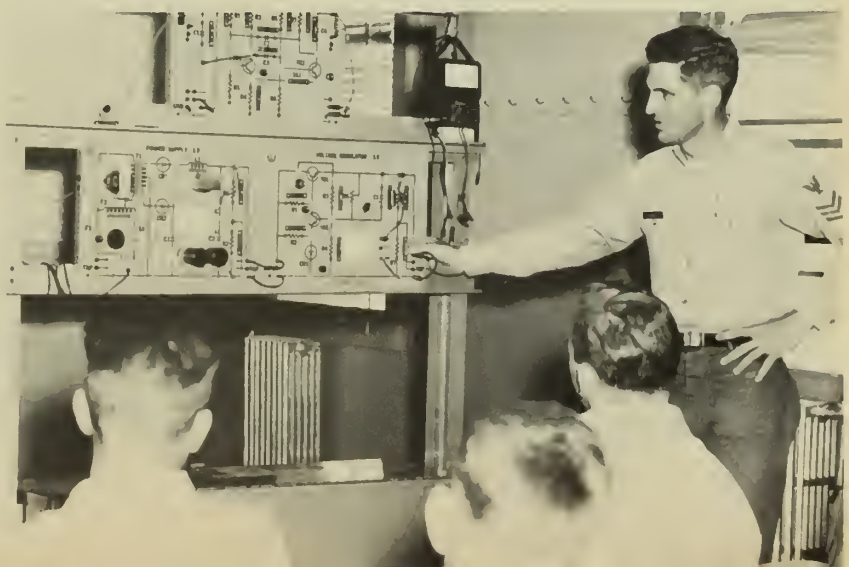
Four major phase tests throughout the course, and an over-all final at the end of the 19th week have to be passed by students in order to successfully complete the school. Students are assigned to class "A" school by preference if possible, but the Navy's need for ATs, AXs, TDs, and AQs is first taken into consideration.

After completion of the Avionics Fundamentals School they have a general knowledge of basic electronics circuits; a basic skill in printed circuit soldering and repair techniques; and an understanding of the use of primary Navy electronics test equipment.

Throughout the course the students receive a curriculum of study which includes: the alternating current theory, receiver theory, tube theory, transmitter theory, transistor semi-conductor theory and basic radar theory. In the 16th week of training the students are tested to determine which Class "A" school they are best qualified for after finishing avionics fundamentals.

Currently undergoing study in the school is a plan to increase the much needed time of manpower in the Fleet by combining and condensing the 19-week Avionics Fundamentals School and 11-week Aviation Electronics Technician Radar Course, Class A. This would consist of 14 weeks of AFU(A) training and eight weeks of ATR(A) training and is expected to continue meeting the standards currently set forth in both courses. —Fran Doqias, JOSN, USN

IN TRAINING—Student puts lessons to the test. *Below:* Transistor study.



THANKS TO SATELLITES—

Getting Lost Gets Harder All

"TAKE OFF YOUR HAT," the skipper roared at the ship's navigator. "If your calculations are correct, we are now in Westminster Abbey."

This might have made a good sea story once upon a time, but not any more. It's so far from reality it isn't even funny. The Navy's entry into the space program has changed all that.

One facet of the navigation-space idea is the Navy Navigational Satellite System, now being operated by the Navy Astronautics Group (NAG). The system was developed to assist in providing highly accurate navigational fixes required by the Navy's complex weapons systems.

The whole idea is a practical application of the Doppler shift. (Consider the whistle of a fast freight train as it approaches you. Its pitch appears to be higher during approach and decreases sharply as it passes into the distance. This is Doppler shift.)

By measuring the shift in radio signals broadcast from the satellites, and figuring out the position of the satellite, a ship's true position can be determined.

But it's not that simple. The system consists of orbiting satellites and a ground system of tracking stations, injection stations, operations and computer centers and the shipboard equipment necessary to read out the navigational information.

Let's whip around the earth a few times with a Navigational Satellite and see exactly how the system works.

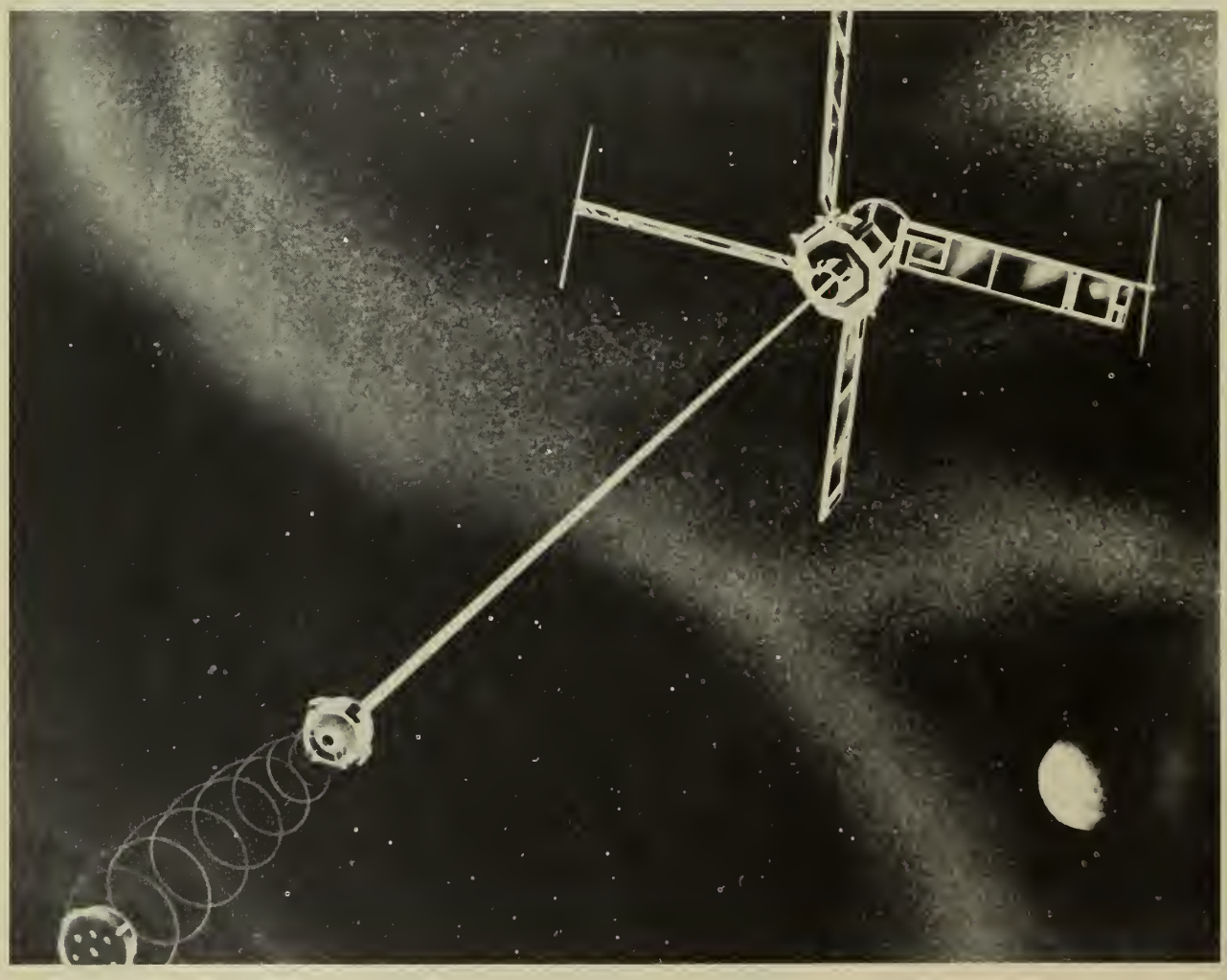
First, the satellite passes over one of the tracking facilities (located at Wahiawa, Hawaii; Point Mugu, Calif.; Rosemount, Minn.; and Prospect Harbor, Maine.) As it passes overhead, the facility measures and records the Doppler shift from the satellite's radio signals, information from the satellite's memory, and a time signal.

The facility transmits this information to the operations center at Point Mugu, which automatically passes it to the computer center.

AFTER A FEW such passes, the computer comes up with the exact orbital path of the satellite and predicts its position at regular intervals for the next 16 hours. The computer then generates a message which goes to one of the injection facilities.

On the next pass, the injection facility transmits the new position pre-

OPERATIONAL satellite is small, weighing only 110 to 160 pounds. Normal life span in orbit is about two years.



he Time

dictions to the satellite. A portion of the message is transmitted back to the injection facility from the satellite.

The message is checked for accuracy and compared with the original transmission. If it is not right, there is time for two to six more injection attempts before the satellite passes out of range. When the message checks out correctly, it may be used for navigation.

Armed with information about its correct location, the satellite broadcasts continuously, automatically selecting new position information every two minutes.

When one of the satellites approaches a ship equipped with satellite navigation equipment, time markers and the orbital positions are received simultaneously with the recording of the Doppler shift. This information is fed into a small computer.

After computing the ship's true position and the correct time, the computer types the results for the navigator.

THE PRESENT SYSTEM includes a constellation of three satellites, one of which is powered by radioisotopes. The others are powered by solar cells.

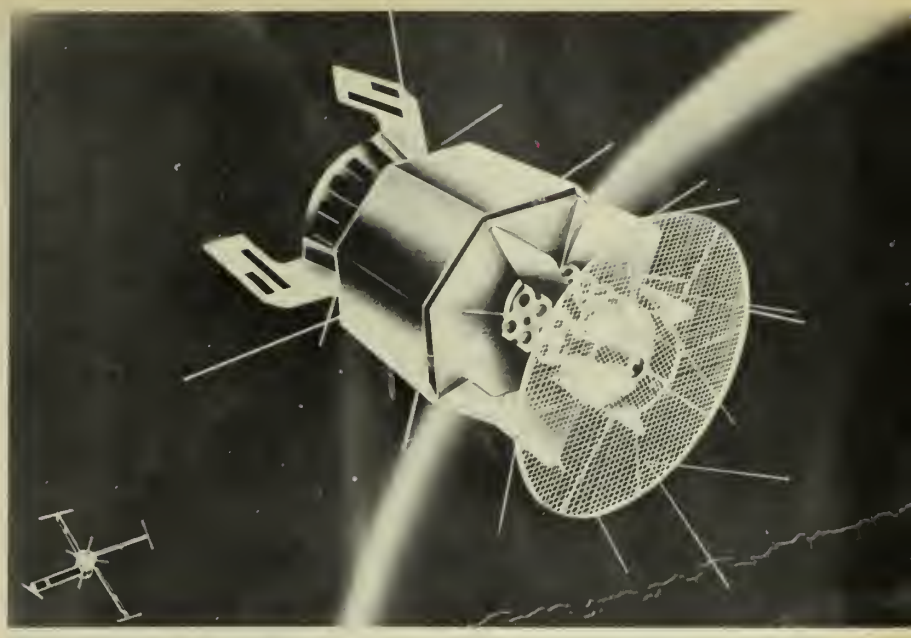
Circling the earth on polar orbits, the satellites pass over every part of the world periodically due to the planet's rotation, making the system extremely versatile.

It is possible for ships to obtain accurate navigational fixes anywhere on earth.

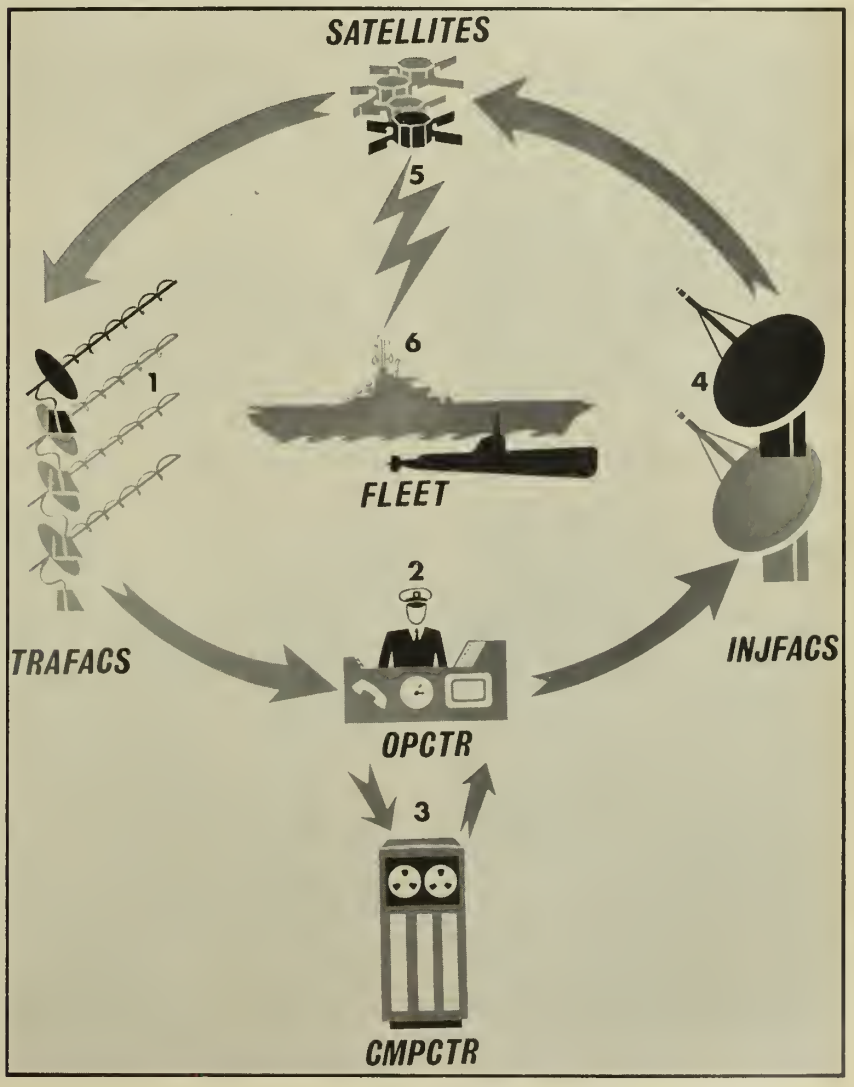
Another advantage of the NNSS is its extreme accuracy everywhere in the world, including the Polar regions, where taking fixes on position has plagued navigators for years. Navigation satellites are also accurate enough for survey work, and can be used to chart otherwise inaccessible areas of the world.

Unlike celestial navigation, which requires clear skies, the system has an all-weather capability.

Receiving equipment and the necessary computers are now in use by a number of Fleet units. Nuclear Task Force One used the satellite system extensively during its Sea Orbit cruise shortly after it became functional in 1964.



THIS COMPACT navigational satellite is powered by nuclear reactor, others by solar cells. *Below:* Chart shows sequence of processes in navigation system.



Tribute to the Plane

RAY WEICHBRODT is a brownshirt. He plays nursemaid to A1-H *Skyraider* number 202 on the carrier *USS Coral Sea* (CVA 43). Ray's under 21, has attended one Navy school, wants to learn hydraulics and earn his third class crow—in short Ray is a pretty average plane captain.

He joined his outfit, Attack Squadron 165, in mid-1964 and was almost immediately assigned to the line division. After two weeks of apprenticeship he had learned enough about oil leaks, fueling, turning up engines, taxiing and parking to be assigned his own "Bird."

The first *Skyraider* was introduced into the Navy in March 1945, the month and year Ray was born. Atkron 165 has 11 more *Skyraiders*, pampered by other brownshirts. Parked beside *Coral Sea* jets, the old prop jobs look like something from another era, but are perfectly suited to certain types of strike missions.

Shortly before Atkron 165 deployed with the air wing aboard *Coral Sea*, Ray was sent to a corrosion control school at NAS Alameda, where he learned how various liquids (especially salt spray) affect aircraft skin. He returned to his outfit, went to sea on a couple of last-minute qual cruises, then deployed with the flattop on 7 December. Several weeks later *Coral Sea* was on station in the South China Sea and Ray was preflighting and loading his bird for air strikes against North Vietnam.

BROWNSHIRT Ray Weichbrodt takes a coffee break while waiting for his plane to return from air mission.

RAY'S DAY BEGINS with the call to flight quarters, often between 0500 and 0630. He has a few minutes to square away his rack, then mans his bird.

The first launch is usually scheduled a couple of hours after flight quarters is called, but Ray readies his aircraft as quickly as possible. Never can tell when the launch might be moved up.

First thing he does is remove 202's hurricane tiedown chains. He attached them last night to keep his bird from blowing overboard in heavy weather. He then cleans the salt spray from the canopy, checks the aircraft for hydraulic fluid leaks and inspects the machine guns for broken safety wires.

After making sure 202's fuel tanks are full and there is water in the pilot's canteen, his bird is ready. Ray is then relieved for chow—he doesn't worry about missing breakfast, since most deployed carriers feed around the clock.

Except for chow, Ray is expected to spend his entire day sticking around his bird, but he doesn't complain. He doesn't usually have a chance to spend more than five hours in the rack at night, and standing by gives him a chance to catch up on sleep.

WHEN THE PILOTS come topside to man their planes, Ray and the other captains of the "go" birds meet them and report the aircraft's condition. While Ray readies the cockpit the pilot makes his own preflight check of the plane. Often, however, the aviator's mind is full of weather conditions, ordnance loads, target

LEISURE is spent near flight deck. *Center:* Salt spray is wiped from windshield. *Rt:* Final check under plane.

Captain

areas, rendezvous points and code signals. It's very comforting to have a good plane captain.

Engines are started, props are revved up and Ray removes the tie-down wires from 202. He crawls behind the whirling props to check the engine cowling. When the word is given, the chocks are pulled and the bird is taxied onto the cats. Ray follows. After his charge is airborne he goes down below to the line shop.

Ray's plane may be airborne for six hours—sometimes longer—since staying power is one of the *Skyraider's* advantages. In the meantime the plane captain may help out on an aircraft which is down. Perhaps, if he has time, he can run down to the hydraulics shop to learn what he can.

When the plane returns Ray will meet it. He'll wipe her down to prevent corrosion, tie her down with hurricane chains and fill out the daily inspection sheet. If a strike is scheduled for the following day ordnance will be loaded at night and Ray will help load it.

FILL 'ER UP—Plane captain watches oxygen tanks being filled before flight.

RAY, LIKE EVERYONE else on the flight deck, has long since learned to keep his ears open and eyes peeled. He was once blown against the island structure by a jet blast, but plane captains usually manage to look out for one another. "I've knocked down other guys when I've seen a jet turning its tail toward them," says Ray, "and I've been knocked down myself."

After a few months topside a plane captain becomes a real flight deck professional. Occasionally, after a night hop, a pilot will ask his brownshirt to lead him off the flight deck rather than chance the props and jet blasts by himself.

This is just one indication of the reliance and confidence a pilot has in his plane captain.

—James F. Falk, PH1, USN

LAST CHECKS—Weichbrodt helps pilot strap into cockpit. *Rt:* Final fuel check is made. *Above:* Ready for launch.

SALTY

WEEK END DUTY—Reserve quartermaster plots position of *USS Marsh* at sea.

USS VAMMEN (DE 644), *Marsh* (DE 699) and *Halsey Powell* (DD 686) are Naval Reserve Training (NRT) ships out of Long Beach, Calif. Like 35 similarly designated destroyers and destroyer escorts scattered along both coasts and on the Great Lakes, the three ships train Ready Reservists in ASW warfare and remain ready to deploy within 24 hours if called.

Of the three ships *Powell*, the destroyer, is a Group I commissioned vessel. *Vammen* and *Marsh* are Group II NRT ships and are in service but not in commission.

Powell is typical of the commissioned NRT ships. She has an active duty allowance of approximately 124 enlisted men and nine officers, including the CO, assigned through normal Navy distribution channels.

The remainder of *Powell's* complement, about 170 enlisted men and officers, is filled by inactive duty Reserve Navymen from Long Beach and the surrounding area who volunteered for assignment in the ship's Reserve Crew.

Powell's primary mission is to train her Reserve Crew to operate as an integrated part of the ship's company. The readiness of the combination Regular and Reserve crew is required to be up to Active Fleet standards.

NRT SHIP—*USS Vammen* is a Group II Reserve DE homeported at Long Beach.

ONCE EACH MONTH the destroyer's Reserve Crew reports aboard, usually arriving Friday night and remaining until Sunday evening. If the ship experiences difficulties and stays alongside for the weekend, the Reservists work side by side with the Regulars to rectify the problem. Otherwise *Powell* puts to sea and the Reserve crew accumulates a little salt. During the summer the Reserve crew reports for a two-week cruise.

Most of the ResCrew Navymen are E-4s and above who have spent at least two years with the Active Fleet. Many are veterans of World War II who like the Navy and want to do their part in any way possible.

Reserve Crew training, of course, accounts for a relatively minor part of *Powell's* time, despite its priority. During other periods, the destroyer provides training for the Com 11 Reserve Fleet Augmentation Component and also trains surface Reservists from inland stations during annual two-week active duty for training periods.

Vammen and *Marsh*, Group II Reserve destroyer escorts, have a reduced nucleus crew allowance of approximately 2 officers and 40 enlisted men. During periods when the Reservists are not on board, this crew is responsible for ship maintenance and upkeep. The Reserve Crew allowance is composed of the difference between the nucleus crew allowance and the wartime complement.

Like *Powell*, *Vammen* and *Marsh* go to sea with their Reserve crews one weekend per month and conduct training exercises. They do not, however, cruise with other Reservists, as their full-time crew is too small to go to sea with a comparatively green group.

Though not technically in commission the two DEs could be expected to put to sea if called, and act as active Fleet ASW ships.

THE THREE SHIPS normally provide for their Reserve Crews to come aboard on the same weekends, allowing the ships to go to sea together and conduct multi-ship training exer-

CIVILIANS

cises. Periodically the three ships undergo a joint ASW training exercise monitored by observers (referees) with scoring pads. These competitive exercises include a submarine hunt with air support from Reserve ASW air squadrons, both helo and fixed wing, based at nearby NAS Los Alamitos. Such competitive exercises are almost identical to those used by the Regular Fleet, and the Reservists are expected to do as well as their active counterparts.

On the Friday evening before such an exercise, Reserve crewmen report to their ships, which are usually berthed together at the far piers of the Long Beach Naval Base mole.

There is an air of anticipation as the men draw their linen and locate their racks. Aboard the DEs the Reserve CO takes command from the Regular Navy officer-in-charge, normally a lieutenant, who then assumes responsibilities as a part of the ship's complement.

The chow's good aboard Reserve ships, and most of the men make a point of not eating before reporting. The chow lines are long.

After the evening meal, the ship's officers meet in the wardroom with the Los Al airdales, officers from the Com 11 Reserve Destroyer Division Staff, and umpires. Planning is conducted and a rendezvous is arranged for the following day. Chances are they'll meet the "enemy" submarine in the waters around San Diego. Because of sea conditions in that area, tracking is extra difficult. Consequently, the San Diego area is an excellent place to practice.

The three ships get underway the following morning, usually before 0800. *Powell's* skipper is a Regular, but the old men on board both *Vammen* and *Marsh* are weekend sailors. You can't tell it by their exit from port.

WHEN THE SHIPS are on station they are joined by S2Fs and helos, make contact with the sub, deliberately lose contact, and the hunt begins.

Observers on the bridges of the three destroyers make notes. Chances are there will also be an SNB circling overhead, containing an umpire-pilot who keeps an eye on the performance of the airdales.

ON CRUISE—Reserves and active duty Navymen form crew of *Halsey Powell*.

SEA SCHOOL—Reservist aboard *USS Marsh* checks surface water temperature before dropping BT. *Below:* A typical scene on *Vammen* during training cruise.

IF NEEDED—Monthly cruises keep crews of NRT ships ready to sail. *Below:* Transfer by copter while on NRT exercise.

The helos hover and lower their sonar gear into the water. S2Fs make passes over the suspected sub and, when tipped off by the Magnetic Detection (MAD) gear, drop smoke flares. From the air the smoke signals clearly mark the path of the sub.

When the submerged vessel is adequately pinpointed, the three destroyers head in for the kill, firing low-charge hedgehogs and throwing over hand grenades to simulate depth charges. After each pass the submarine commander releases a bubble of air which indicates, to those on the surface, how accurate the attack had been.

As the day ends the Long Beach destroyers will probably pull into San Diego, allowing the Reserve Crew to have a bit of out-of-town liberty. San Diego-based NRT ships usually pull into Long Beach at the end of the Saturday at sea.

The following day the ships go back to sea for more exercises.

Reserve crews on *Powell, Vammen* and *Marsh* live in or near Long Beach. Not so the Reserve Crews of the squadrons which support the surface craft. On the Friday night before an exercise Weekend Warriors may be ferried into Los Alamitos by a whistle-stop Reserve transport plane which goes as far east as Albuquerque. On Sunday they return.

Both the surface and air ASW units were called to active duty during the Berlin crisis and operated with the Fleet for one year. They were given 30 days' mobilization notice, for convenience, not necessity. They could have deployed in 24 hours. —Jon Franklin, JO1, USN

LONG BEACH based *USS Marsh* (DE 699) serves as Naval Reserve Training ship. *Rt:* Reserves of *USS Vammen* man stations as they perfect specialty at sea.

VENICE VISIT—*USS Springfield* (CLG 7) moors to buoy in lagoon. *Below:* Crew members check guidebook while on tour.

Springfield in Venice

WHEN THE GUIDED missile cruiser USS *Springfield* (CLG 7) dropped the hook in the lagoon at Venice, Italy, it marked the beginning of good liberty for the crew.

The 610-foot cruiser moored opposite St. Mark's Square and chalked up *Springfield's* first visit to this historic port. For the people of Venice this was the first time in almost two years that a U. S. warship of this size had paid them a visit.

With her twin *Terrier* air defense missiles pointed skyward from her fantail, Springfield's modern lines made a sharp contrast with the tall bell towers, graceful old domes and ornate facades of the city. In the canals and the lagoon her boats also made a contrasting picture as they cruised among the gondolas and vaporetti. At night her silhouette was traced by several hundred lights, outlining her hull and strung from bow to stern across the top of her three masts.

More than 2000 persons visited the ship during the two afternoons her decks were open to the public. Several thousand Venetians and tourists attended a concert by the Sixth Fleet Band held in St. Mark's Square.

Before *Springfield* returned to Sixth Fleet flagship duties the crew entertained 40 orphans from Nicole Orphanage, leading the children on a tour of the ship and treating them to lunch in the crew's mess.

NAVY TREAT—Sixth Fleet Band holds concert in Piazza San Marco. *Rt. Springfield* crewmen head for liberty in Venice.

ASSIGNMENT

DOWN TOWN—Picturesque palm trees line the Avenue Haile Selassie in the African town of Asmara, Ethiopia.

Looking for an unusual assignment? Try this—it's with a naval communication station in an African nation as old as the Bible.

NAVCOMMSTA Asmara is located in the province of Eritrea, Ethiopia, at an altitude of 7600 feet. The station's primary mission is that of providing communications to the Indian Ocean area. The station also provides limited logistical support to ships of Commander, Middle East Force making calls at the port of Massawa, Ethiopia, on the Red Sea.

NAVCOMMSTA enjoys a unique position as a tenant activity of the Army. Kagnew Station comprises eight separate sites in and around Asmara, the furthest being a tract which is the location of the Navy Radio Station(T). All support functions of the Army and Navy communications stations in Asmara are operated by the Army.

Other tenant activities include an Army communication station, an Air Force air survey team and the U. S. Communications Command, Middle East.

Ethiopia is one of the oldest nations in the world, with a history that can be traced back 2,000 years. The emperor of Ethiopia is regarded as a direct descendant of the union between Solomon and Sheba. In 1896, Ethiopia hit the modern headlines for the first time while fighting the Italians at the Battle of Adua. The Battle of Adua proved decisive; the Italians were beaten and did not attempt invasion of Ethiopia until 1935. That year the Italians, under Mussolini, were able to overrun Ethiopia. They captured its modern capital, Addis Ababa, in May 1936. British and Indian troops entered Eritrea in 1940 from the Sudan. After bitter fighting around the mountain fortress of Cheren (50 miles northwest of Asmara), the Allied forces entered Asmara on 1 Apr 1941. The emperor was able to return to his capital a month later.

In 1952 Eritrea was federated with Ethiopia. The federation ended in 1962, and Eritrea was united with Ethiopia as a province.

KAGNEW STATION has been in existence since 1942. The Navy has been in Asmara since 1946, and in 1947 the station was designated a Navy communications unit. In 1961 the unit was designated a communication station. The word Kagnew means to bring into harmony or to bring order out of chaos.

The main site of Kagnew Station is Tract E, which contains the following support activities:

An interdenominational chapel with a seating capacity of 220 and overflow space to accommodate 150 additional persons.

A modern multi-floor barracks and apartment units, used to house station personnel. Navymen share a barracks with the Army.

A motion picture theater shows five films weekly. Asmara also has a small movie theater.

An indoor swimming pool, gymnasium, ten-lane bowling alley, tennis courts, softball diamond (with lights), miniature golf course, and handball and volleyball courts offer a varied athletic program.

A dependents' school, providing classes for children from kindergarten age through the 12th grade.

A combined laundry and dry cleaning plant with new equipment.

An Armed Forces Radio and Television Station. (Television programs are three to six months behind those shown in the States.)

A finance office, for such services as cashing money orders and government checks and selling travelers' checks. The Kagnew Station credit union also provides a place for savings and sells travelers' checks.

Other important facilities include a veterinary service, post exchange and snack bar, commissary, service club, craft shop, library, auto hobby shop and clubs for officers and enlisted men.

There is an 18-hole golf course run by the city of Asmara. It is described as unique, in that the hazards consist of rocky fairways, sand greens and wandering mules and goats.

IN ASMARA

FOR THE deep sea fisherman, the Red Sea offers some of the best fishing in the world. Boats are available at Massawa. There is also a good beach at Massawa, and many personnel and their families take advantage of the fine weather there; however, temperatures rise to 135 degrees during the summer.

The Army operates the R & R Hotel at Cheren, which is available to all personnel and their dependents. Plans are also in progress for another R & R Hotel in Massawa.

There is also opportunity for travel throughout Ethiopia. Many people take their families on trips to Axum (former Ethiopian capital), Addis Ababa and Lake Tana (origin of the Blue Nile).

Hunting is a major recreational activity, but is closed at present. When open, the ardent hunter can find such trophies as gazelle, wart hog, hyena, jackal, and kudu. Bird shooting is considered excellent.

For the hunter with money, a safari in Kenya is in order; safaris range from $1000 to $1500. Several men have made hunting trips in the Sudan at very reasonable costs. Game available in the Sudan and Kenya includes everything the ardent hunter would want.

For the traveler and photographer, the Army Special Services Office organizes trips to the Holy Land and Kenya at very reasonable rates. In addition, MATS flights are available to Cairo, Aden and Beirut.

GOVERNMENT quarters are very limited, and local housing is considered critical at the present time. The Army is in the process of constructing some new units, but the completion date is unknown. Personnel with families arriving in Asmara will have to stay in a hotel until they are able to obtain local housing. The waiting period for local housing is about six to eight weeks. While in a hotel, personnel are authorized to draw per diem for a period not to exceed 60 days. The waiting period for government quarters is 18 months. Eligibility for government quarters commences when dependents arrive in Asmara. Personnel in grades E-8/9 will be placed in the number three position on the waiting list. Others will be placed at the bottom of the waiting list for either a two or three bedroom house on a first-come, first serve basis.

NAVCOMMSTA Asmara is served by a well equipped, modern U. S. Army hospital. Personnel and dependents suffering a serious injury or disease or requiring major surgery are air-evacuated to Germany.

The dental clinic, in addition to routine dental work, offers orthodontic services.

For the man or dependent who desires to further his education, the University of Maryland offers several courses at Kagnew Station, including Italian, mathematics, business, English and economics. As instructors become available, additional courses are offered.

YOU WILL ENJOY your tour of duty in Asmara; temperatures during the day range from 65 to 85 degrees, never becoming uncomfortably warm. During the evening, temperatures drop rapidly to the low fifties. The rainy season is normally from the end of June to the middle of September, during which time you may expect intermittent rains of about an hour each day. Following the rains are the winter months, when the night temperatures fall to about 40 degrees.

NAME TAG—Distinctive plates mark automobiles of military personnel.

Navy wives will appreciate the fact that domestic help is available at about $15 to $20 per month. Even so, many wives find not enough time to accomplish all they wish.

Two enlisted men's clubs offer a wide variety of entertainment, from bingo to Monte Carlo Night, with periodic parties and dinner dances.

Upon receipt of orders, personnel desiring to serve a tour accompanied by dependents should have their command send a message to the station requesting entry approval. Upon receipt of the message, NAVCOMMSTA Asmara will obtain the approval from the Army, assign a sponsor, and forward the approval and sponsor's name to your command. Your sponsor will correspond with you and give you all the information.

Tour lengths for Navy personnel in Asmara are 30 months for personnel accompanied by their dependents, 12 months for personnel who elect to serve an unaccompanied tour, and 18 months for single personnel.

THE MODERN barracks at Naval Communications Station, Asmara are shared with Army personnel stationed there.

FIRE ABOARD Norwegian tanker *Ferncoast* was fought for eight hours by *USS Mountrail* (APA 213) men near Crete.

HELPING HANDS

A collateral duty of U. S. Navymen is lending emergency aid to those who need it. The Navy may be called upon at any time, anywhere in the world, to help in almost any situation—fire, flood or earthquake. The following stories are examples of how the call for help is answered.

Rescue Mission in Minnesota

AN 80-YEAR-OLD man sat on the roof of a farm building and clutched a jar of money. Around him swirled the dirty flood waters of the Blue Earth River. The man had little left besides the jar—his house had been washed downriver hours before and now the structure on which he perched threatened to give way.

Overhead was a Navy helicopter.

The pilot, Lieutenant Commander Jim Koloc, was having trouble trying to close in, for the half-submerged farm building was surrounded by 70-foot trees.

When the helo had descended as low as it could and still retain a margin of safety, the hoist operator maneuvered a sling down onto the roof. He succeeded—but the elderly man was unable to hold onto the sling. The rescue seemed doomed to failure.

After three futile attempts to climb into the sling, the old man slid off the roof and into the waist-deep water, apparently feeling the helo could reach him easier there. Perhaps it could, but he still couldn't hold onto the sling.

The pilot sat the helo down in a snow- and ice-covered field about 50 feet away and Marine Sergeant Wilbur Harrison, a crewman, waded into the icy water and worked his way slowly upstream. Waist deep in water, surrounded by ice floes and with only ice for a footing he fell into the river with almost every step.

Finally reaching the old man, Harrison attempted to get him into the sling, but the victim was too weak to clench his fingers around the gear. Still, he kept a grip on the jar.

SEEING TROUBLE in the making, the helo's hoist operator, Aviation Machinist's Mate Second Class Robert J. Brancale, plunged into the water and headed toward the two men. Working together, the crewman finally succeeded in securing the old man in the sling.

Harrison stayed with the man while hoist operator Brancale half swam, half waded back toward dry land and the helo.

The chopper took off again and hovered over the pair in the water. While pilot Koloc held the bird steady, Brancale pulled the old man into the aircraft. Finally, Harrison came up via sling—the three-man rescue team had completed one more mission.

The wooden shed, upon which the old man had spent 16 hours, came loose from its foundations and washed downstream 10 minutes after he had left it. When the chopper sat down at Mankato Airport an ambulance was waiting to take him to the hospital for an examination.

THE HELICOPTER CREW was part of Naval Air Station, Twin Cities, group which had volunteered to aid victims of the rising Mississippi flood waters. They had offered their services when Twin Cities was placed on emergency from the late spring floods. Most of the volunteers were Navy and Marine Corps Weekend Warriors. One Navy pilot came from Menominee, Mich., 250 miles away.

Squadrons involved were Reserve Helo Squadrons HS 811, HS 812, HS 813 and Marine Helicopter Squadron HMM 766.

Soon after the declaration of a flood emergency, helo flights began. By Saturday, 10 April, flood patrol sorties were leaving the station each hour between 0600 and 1700, and standby flights answered calls from the 14th Army Corps.

The helos served on rescue missions, flood patrols, aerial dike and dam watches and photo reconnaissance missions for the Navy, Army Corps of Engineers, Coast Guard, Civil Defense and Public Health Service. During ice blasting operations they airlifted a demolitions expert and explosives to an ice floe to plant dynamite charges. Lifejackets were taken by air to men working on water-washed dikes. Helos flew the Governor of Minnesota over the flooded area and transported Secret Service men when the Vice President made an inspection.

THE MAN with the jar of money was their first rescue. There were others. Early on the morning of 13

April a helo piloted by Lieutenant Commander Glen Stokes (NAS Twin Cities NavCad procurement officer) took off from the Naval Air Station and proceeded toward the Delano power station. Once again R. J. Brancale manned the sling hoist.

Five men were trapped atop the roof of the power station, surrounded by waters too turbulent to permit rescue by boat. They were removed by helo and transported to a field northeast of town.

Before the helo could clear the scene it received another call: Two men were marooned on the roof of a nearby creamery. This second rescue of the day was an extremely touchy operation, for the roof of the building had a very sharp pitch, was bordered on one side by tall trees and by high tension power lines on the other.

The pilot jockeyed the chopper into position as far as possible from the obstacles on both sides and Brancale plucked the men from the peak of the roof. The two men were set down in the same field as were the five men previously rescued.

A day earlier a mercy mission flew a critically ill woman from Le Seuer, Minn., to NAS Twin Cities for transfer to a Minneapolis medical center.

IN STILL ANOTHER INCIDENT, a helo left NAS Twin Cities in response to a rescue call from the sheriff of Pine City, Minn. Two 19-year-old youths, caught in the rapids of the swollen Snake River, had been thrown into the water when the swift current whipped their boat out of control and bent it around a tree on a submerged river island. The two youths had grabbed a tree and clung there.

When friends awaiting them further downstream reported them missing, a search was begun. After they were located, two men set out to rescue them in a small boat—which also capsized, leaving four men clinging to trees in the middle of the Snake in the dark of night.

Night flying in a helo is a touchy business, but a UH-3D4 nine-passenger chopper loaned by NAS Glenview, Ill., did the trick. The four men were clear of the water by 0330.

A total of 122 flood emergency sorties were flown by NAS Twin Cities during the two-week period; 87 by Weekend Warriors and 35 by

UP AND AWAY—Navy copter from NAS, Twin Cities, Minneapolis rescues marooned workers from roof of power plant in stricken city of Delano, Minn.

station helo pilots. During the weekends, Reserve Patrol Squadron VP-812 kept a Navy EP2E *Neptune* patrol plane aloft at 9000 feet over the flood area, running a communication relay for the helos.

—Dick Wood, JOC, USN

Costa Rica Thanks Seabees

A U. S. Navy Seabee detachment has received special recognition from the President of Costa Rica, Francisco J. Orlich, for its work on a flood control project to save a Costa Rican city from devastating mud slides.

The Seabee team consisted of a Navy Civil Engineer Corps officer and 32 enlisted men.

Sent to Costa Rica a year ago at the request of the U. S. Agency for International Development (AID), the Seabees' mission was to help save the city of Cartago and the surrounding area from periodic mud floods coming from the slopes of Irazu, a nearby volcano.

Vegetation had been gradually destroyed by falling volcanic ash, leaving the mountain slopes subject to mud slides. The volcano lies above Costa Rica's central valley, home of 70 per cent of the country's population. During the rainy season, unchecked avalanches of mud and boulders slide down the Irazu slopes to the flatlands below.

An earlier mud flood had taken the lives of 19 Costa Ricans.

The job of the Seabees was to divert the mud flow into an existing stream bed and construct dikes along its length.

Equipped with 270 tons of construction gear, the Navymen placed more than 700,000 cubic yards of material along the dikes, strengthened and rebuilt portions of the dike weakened by new floods and trained Costa Ricans to use modern flood control equipment and techniques.

CBs helped clear Rio Reventado Channel in Costa Rica to divert mud-slides.

RESCUED—Critically ill woman arrives at NAS, Twin Cities, on way to hospital.

In thanking the Seabees as they neared completion of their work and prepared to leave, President Orlich said they took with them "the gratitude and appreciation of the government and the people of Costa Rica."

Before departure, the Seabees also trained a group of Costa Ricans in the operation and maintenance of the heavy equipment used in the project.

The Seabees equipment, tires and spare parts, totaling over $500,000 in value, was turned over to AID for transfer to the Costa Rican government.

Warm Thanks from Tanker

"The decks were so hot the water boiled under my feet." "Going aft, the decks burned the fire hoses." "My feet blistered through heavy shoes." "You could light a cigarette from the bulkheads."

That's the way a few U. S. Navymen remembered their eight-hour stay aboard the Norwegian tanker ss *Ferncoast* earlier this year. They were members of a firefighting team from the Atlantic Fleet attack transport uss *Mountrail* (APA 213) who went aboard the tanker to put out a fire which had been burning for several hours before they arrived.

Mountrail received the tanker's distress call in the early morning and steamed at flank speed for 12 hours before she reached the disabled *Ferncoast* (about 20 miles southwest of Crete).

By the time *Mountrail* had arrived at the scene, the crew of the Norwegian tanker had been transferred to the Swedish tanker ss *Hemland.*

By early afternoon, two medium landing craft (LCM), loaded with a 70-man firefighting party and their equipment, were sent to pick up *Ferncoast's* captain and the first and second engineers from *Hemland* before proceeding to the burning tanker.

Ferncoast's whole after section, including the engine spaces and crew's quarters, was ablaze. Flames licked 20 feet into the air from the main deck vents and the after superstructure.

Chief Warrant Officer Frank Marit, *Mountrail's* repair officer, was the first member of the firefighting party to board the ship. Here's his story:

"The entire engine room was an inferno. Four bunker fuel tanks were burning forward of the engine room and had ruptured the bulkhead into the engine room about a third of the way down.

"There was intense heat everywhere. The decks had to be continuously cooled so we could walk on them. It was a difficult job since the fire had been burning long before *Mountrail* arrived and had generated a lot of heat. It was the worst fire I had ever fought."

LTJG Gene Okeson, assistant damage control officer, was in charge of fighting the fires in the engine room, and the recurring fires aft in the dry provisions storeroom, galley, after steering, reefer box and aft deck storage locker.

He recalls one problem common to everyone: "When water hit the bulkheads, it would flash into steam and hamper our vision. And there was always black smoke present."

Harry MacDonald, shipfitter second class, recalled, "We pumped water into one void for over an hour before the water quit flashing into steam. And we pumped water into the engine room from a skylight for over four hours. The steam and heat were so intense, they singed the hair off my arms even though I had a coat and gloves on.

"The appearance of the inside of the ship was unbelievable. It was twisted masses of metal. The deck had buckled so much that in some places it made pools of water 18 inches deep."

Howard Barse, damage controlman first class, was fighting the fire in the fantail area, and had quite a time with one reefer box. The fire recurred more than 15 times before his group could get the area cooled down. One reefer door melted off; it was so soft that it rolled up when it was moved.

Several times, the fires were thought to be out, but because of the intense heat, they reflashed or ignited in a new area. Some spaces required flooding to prevent explosions.

After two hours of fighting the fires, it was obvious that more equipment was needed. Therefore, three more boats, in addition to the original two which had brought the firefighting party to *Ferncoast*, began shuttling food and equipment to the stricken tanker.

It took about eight hours to do it, but shortly before midnight, the fire was under control. Over 75 *Mountrail* crewmen had directly helped put out the fire, while everyone else, including the embarked Marine detachment, worked in support of the operation.

In extinguishing the fire over 30,000 gallons of foam were used. Everyone was back aboard *Mountrail* by midnight with no casualties except for minor burns.

After the fire was contained, *Ferncoast* was towed to the Greek port of Piraeus.

Mountrail, homeported in Norfolk, Va., presently is a unit of the Sixth Fleet Amphibious Force in the Mediterranean Sea area.

CLEAN UP—Navymen help clean up Crystal Lake after tornado.

Bangkok Tour

MEN OF THE United States Seventh Fleet made two landings in Thailand this year. The first was an all-out amphibious landing training exercise involving both the Royal Thai Navy and the U. S. Navy and Marine Corps (see ALL HANDS, June 1965, page 4). The second, under more relaxed conditions, came as a port call and liberty in the picturesque city of Bangkok. Crew members of the participating Navy ships toured the many interesting sights of the city and returned with gifts and souvenirs of the Far East for the folks back home.

Clockwise from Upper Left: (1) Taking a busman's holiday, many of the Navymen went on a boat tour of the floating market. (2) Ornate temples like this one were eye stoppers of the tour. (3) A model of the Royal Barge is displayed in one of the local stores. (4) Thai silks made an excellent present to take back home. (5) A tour guide explains the history of the towering Temple of the Dawn to Navymen and Marines.

FOUR STAR FORUM

Suppose You Were CNO for Sixty Minutes

Special Tour Sailors

I am writing this letter in an attempt to elicit discussion at all levels concerning the assignment of "Special Tour" sailors.

I am the operations officer at this command. In this capacity I act as division officer and immediate supervisor to approximately 60 enlisted men, E-2 through E-9.

Of this number an average of 35 come to us straight from boot camp and are assigned for a one-year or "special" tour. In my opinion, this is wrong. I think I can best illustrate my position with examples.

A. B. Seaman, SA, USN, and I. M. Navy, SA, USN, both graduated USNRTC at the same time. Both are of average intelligence, both have at least two years of high school, and both are motivated toward Navy life as a result of a well rounded tour in boot camp.

Seaman reports to USS *Anyship* and is assigned to the deck department. He works hard, has little difficulty in acclimating to shipboard routine because it is similar to his boot camp discipline. He spends a few rigorous periods at sea and after two years receives orders to shore duty. During his tour at sea he has had a chance to determine his niche in the Navy. He has a talent which can be used. When he reports to shore duty, he gets a little better liberty, civilian clothes, privileges and, above all, a feeling that his last two years have *earned* him these privileges.

I. M. Navy reports directly to shore duty from boot camp. His assignment is on a one-year tour. His initial reaction is: "Boy, this isn't the Navy I heard about in boot camp." After a period of time he becomes accustomed to the routine and he learns to like it.

When his one year is up, he gets orders to USS *Anyship* to relieve A. B. Seaman. Immediately his liberty is cut down, his civilian clothes must be moved ashore, and he is forced to be separated for long periods of time from friends and activities ashore. Because he is spoiled, he becomes a problem. He cannot adjust. His one year ashore could not prepare him for any but a very few rates aboard ship. When his sea tour is up, so is his enlistment. He goes out because his last memory is a rigorous job with very few compensatory features.

My two examples are not hpyothetical, nor do they attempt to show every case. They are based on experience gained in 11 years of enlisted and seven years of commissioned service.

I realize that the special tour personnel provide possibly the only source of very junior enlisted men for many tasks ashore. This could be rectified in part by sending all PSIs to shore stations while awaiting school. The PSI (programmed school input) with only four to six months on board does a ship very little good. The PSI ashore cannot normally be utilized in his prospective rate, but can be used to fill other jobs that require little training.

To sum up, I do not know the entire answer, but I feel that the first tour, non-school designated sailor should go to sea. I would appreciate any comments on this subject.

D. L. Pfister, LT, USN
U. S. Naval Electronics Laboratory
San Diego

Less Sea Duty; More Publicity

If I were CNO for 60 minutes the following would be among the topics on the agenda:

Problem: Many ships are on extended periods of deployment away from their home ports for eight to 10 months out of the year. Being a career counselor, I find that these long deployments rank Number One as a problem in our retention area. Take, for example, a ship returning from a six-month Med cruise. The men expect to return to a little leave period with their families, but only to learn that they're getting underway again in three weeks for a two-month NATO cruise. And, during that three-week period, they're scheduled for the various annual and semi-annual inspections, such as InSurv, Admin, Annual Supply, etc.

It's difficult to present a problem without citing an actual experience. Since departing the yards on 26 March, we spent two weekends in our new home port through mid-June. We returned to Mayport around 8 July only to leave again from the 15th to 25th as plane guard; thence we go to the Med from August until the latter part of December. This is just one example, and I know there are many other ships with tougher operating schedules.

Discussion: I agree that "eternal vigilance is the price of liberty." I also concur with ALL HANDS that Navymen consider their vigilance to be a low cost for a nation's freedom. I consider myself lucky. I have a wonderful wife who understands the Navy and my way of life.

The solutions are difficult, I know. But, how many ships are available? What are our operational commitments? Why do some ships deploy more often than other ships of equal capabilities? What percentage of ships are made available for unforeseen emergencies? How much routine steaming could be avoided without lessening strength and power on the ocean highways? Are all of these deployments really necessary? Perhaps a little less deployment, more positive planning and timely scheduling of inspections, etc., would help the spirits and morale of the crew.

Why not decrease the Med deployment by two to four months? Two-platoon the crews (blue and gold). The Second Fleet trials are working toward this solution, but let's put it into a *full scale* evaluation. The old salts tell me that the ships today spend more time steaming than their counterparts of World War II. If a man knows he could spend more time at home with his family, then the prospects of a naval career would certainly be more appealing.

Problem: That the military man bears many sacrifices and hardships with little compensation or consideration in return is nothing new. All of us in the Navy have, from the standpoint of our consideration by society, a thankless job. Too much is taken for granted. One of the most important aspects of leadership is recognition. A little support and a kind word go a long way. So what we need more than anything is public

support and opinion.

How many average citizens today actually know what goes on in a sailor's life at sea? They all have a typical image of the happy-go-lucky sailor visiting ports all over the world. But do they know that we spend countless hours of training, general quarters, etc, five, 10, 20 or 30 days at sea undergoing operational readiness before visiting these ports? Do they know much of the routine work must be done at night and during meal hours in these ports?

I think the public has a false image of what Navy life is really like. The Navyman is a proud person indeed, but maybe if somebody knew that we earn every cent we make, then we wouldn't be so humiliated—as I was—when I learned that the pay panel initially proposed a mere $2.70 per month pay raise for my particular pay grade (E-6). It is just impossible for me to comprehend the justification for such a paltry increase. One thing the public knows for sure, though, and that is, if the national security is threatened, somebody (that's us) is there watching out for them.

Discussion: Let it be known to the people of the U. S. what goes on in our peacetime (?) Navy. If the major and minor newspapers throughout the U. S. periodically printed a feature story about our armed forces then, in due time, we would gain public support for increased pay. A suggested title would be "Life on a Navy Destroyer" or carrier, etc. We must erase the "Ensign O'Toole" and "McHale's Navy" image that is imbedded in their minds. Some of our citizens still think the serviceman is exempted from paying income taxes and getting free postage for overseas letters.

Problem: It costs the U. S. a great deal for its ships to visit a foreign port. The Navy pays high prices for pilot services, line handling, garbage removal, telephone service, crane service, barges, car rentals, fresh provisions and so forth.

Discussion: Why can't we eliminate or reduce these excess charges by having them credited as partial repayment by the foreign government concerned for our foreign aid?

I would like to take this opportunity to convey my thanks and appreciation to ALL HANDS for permitting me to communicate my thoughts, opinions and ideas.

Charles T. Scaringella, DK1, USN
USS William V. Pratt (DLG 13)

An Invitation from Topside

Do you have a pet project that you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.

Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.

What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?

With the blessings of the Chief of Naval Personnel, CNO and SecNav, ALL HANDS *is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?*

The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D. C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters. (If you prefer that you be identified by initials only, please so indicate.)

This is a golden opportunity to provide a forum for your ideas.

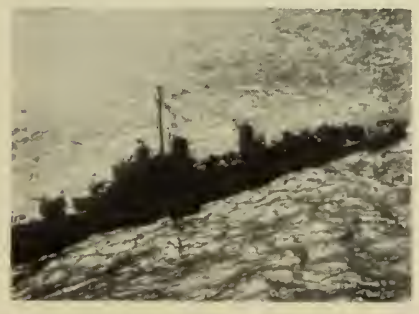
The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy.

Here is the second installment. Keep your ideas coming.

More Sea Duty for Lower Rates

If I were CNO for 60 minutes I would take steps to get more nonrated men to sea. All too often men complete four, six and, at times, 10 years of naval service and never have been to sea. I believe men wearing the uniform of the U. S. Navy should first and foremost be sailors. It is realized that we have to have radiomen, yeomen and technicians of various types, but these men should have to qualify as sailors first. And the only way to qualify a man as a sailor is to get him to sea in an operating ship.

Upon the completion of boot camp, all personnel would have to serve at least one year aboard an operating ship, the first six months of which would have to be in the deck department. After six months those men with the desire and capability could be transferred to the engineering department. After com-



pletion of this one year, the men could be considered for striking for a particular rating, sent to service schools, and begin their specialized training.

The service school graduate then would be a man who chose to go to this particular school, who has had time to compare one rate with another aboard a ship, who has at least an idea of the duties of one rate or another and what will be expected of him in one of these rates.

So often a man arrives aboard a ship as a qualified striker, having completed service school direct from boot camp, thus he goes directly to the disbursing office or ship's office, and there he stays. In many cases the school quota he originally requested while in recruit training was full, so he took his second or third choice, thinking any school is better than no school. He comes aboard ship assigned to strike for a rate he doesn't particularly want, but he is now filling a billet that a man who has been in the deck department of this ship for over a year would have liked to fill.

Division and executive officers of ships could afford to let men, after completing their one year in deck, strike for rates or send them to school, because they would know that replacements would be forthcoming from the naval training centers; they wouldn't be coming aboard as designated strikers.

We in the Navy need a program which would make each man a seaman first and a specialist secondarily. This would be analogous to the Marine Corps, where each man is a combat infantryman first and a specialist second. With more emphasis on the art of seamanship, a base all men in the Navy would have in common, I believe we would soon have a more cohesive Navy with much greater esprit.

A. B. Davis, Ch. Bos'n, USN
Hqtrs, COM13, Seattle, Wash.

Retention

I have two suggestions which may be of interest.

• We seem to be doing everything possible to get personnel to make a career of the Navy, but not much for those who have already done so. Possibly a small token of appreciation for faithful service could be shown by making available special leave privileges for the career Navyman who seems constantly to be faced with the problem of losing leave on 30 June. In order to alleviate this to some extent, would it be possible to permit career men to carry an extra 30 days' leave for emergency purposes? This would be strictly for emergency use and, upon discharge, would be scrubbed off with no cash payment in lieu thereof. Nevertheless, I believe that the psychological value of knowing that this extra leave is available (when needed) would mean a lot to the career man, and possibly encourage him to use more of his regular leave when he can.

• Pro pay, reenlistment bonus, etc., do not seem to be stemming the tide of personnel turnover, especially in critical rates. These incentives, however, seem to have some adverse effect on morale of those in the less critical rates who make a career of the Navy and are faced with tough promotion prospects.

Furthermore, this turnover appears to indicate that those who choose the Navy as a career are not doing so because of money. To retain personnel in critical rates (and I am thinking primarily of those trained in electronics who gained this skill because of Navy training and, therefore, surely owe the Navy something for it), I believe that a term of obligated service should be tied in with promotion to the next higher rating.

For example, promotion from seaman to third class should entail a period of one additional year of service; third to second—two years; second to first—three years; and first to chief—four years (or some modification thereof).

This would at least repay the Navy for the time and money spent in giving these personnel a skill which they otherwise would not have and, possibly, stabilize the rate structure of the critical ratings *vis-a-vis* the rest of the Navy and perhaps produce a more experienced petty officer in addition to a technician—which has been a longstanding complaint of rapid promotion within the technical ratings.

Ralph L. Muros, LCDR, USN
CINCUSNAVEUR

Prestige and Dignity for PO3s

In reply to your request in Four-Star Forum:

First, I would like to see the third class petty officer hold more prestige than he presently does.

I would like to see a standard policy set forth for duties and privileges of petty officers throughout the Navy. For example, which groups rate watchstanders' liberty? (At present, this is set at local command level.)

Also, personnel in pay grades E4 and below are allowed to go home on duty nights if they live in station housing. But an E5 who lives just a few minutes' drive from the same station cannot go home.

The largest proportion of first-term dropouts do so because, for the most part, they feel, and justifiably so, that they are being treated like children.

To sum up—it is not just pay that is chasing many career men away, it

is the actions of the leaders toward the subordinates, the feeling of the military man that he is a second- or even third-class citizen, and his shoddy treatment by local civilians.

Self-dignity, a better standing in the civilian community, treatment as a man and not as a child, and equitable pay, in that order, would help more men change their minds about staying in. I would also recommend passage of a bill to end income tax on military pay.

Donald L. Hicks, AQB2, USN
Attack Squadran 65

Watertight Integrity

As Assistant DCA on a new carrier I am closely associated with Material Conditions and the myriad problems associated with them.

Watertight integrity must not be lessened or its importance denied—but under the present system which is so severe we are losing the whole concept by people illegally opening classified fittings. We now have a false sense of security by thinking we have fittings secured which are not actually secured.

On this ship, as well as most ships in the Fleet, we have problems with personnel breaking X and Y fittings while we are in Material Condition YOKE for several reasons:

- Working spaces such as shops and machinery spaces are classified either X or Y and have only one fitting for access. To get into these spaces it is necessary to go to DC Central and log the fitting open, and get a tag from the DC Central watch and then place the tag on the opened fitting to notify personnel that the fitting is officially logged open. Since these spaces are manned most of the day and the tags have to be returned to DC Central at 1600, it is necessary for the man to come down and either re-log the fitting open or close it.
- When a man does come to DC Central to log open a fitting he may find that the maximum number of fittings for his section of the ship are already open and he can't open any more. He is thus locked out of his working space.

Watches going in and out of machinery spaces on an hourly inspection must call DC Central and request permission to log open the fittings going to those spaces for just a few minutes, and then call back and log them closed and continue to repeat the process around the clock.

The situation on our carrier is better than on small ships, since we have a continuous DC Central watch and he is able to keep the Closure Log up to date, but on a small ship there is no continuous DC Central watch. The Closure Log is maintained on the Quarterdeck, and this creates even more problems (including a general lack of interest in the Closure Log.)

I fully realize the importance of watertight integrity, but the situation is such that many people just finally give up and illegally break the fitting. That is basically the problem.

A possible solution would be a redefinition of Circle X and Circle Y fittings to include spaces which are manned continuously or have personnel in them while the access fitting would be broken, as well as enroute to General Quarters stations, ammunition passing, etc.

In other words, if the space is continuously manned, Circle X and Circle Y fittings could be legally broken without permission from DC Central. This procedure could not be placed on all X and Y fittings, since many of them should have extremely tight control for proper watertight integrity, but there are many instances where it could be used.

For example, working spaces above the waterline which are continuously manned, and machinery spaces which could be opened by the watch, while he is actually inside checking the space, and then resecured when he leaves. The watches are instructed in the proper methods of opening fittings the same as Repair Locker Investigators, and could tell if flooding was occurring or problems of any type existed in the space.

Rabert W. Carmack, LTJG, USNR
USS America (CVA 66)

Know Your EMs Better

Since this program is admittedly uninhibited, I feel that if I were CNO for 60 minutes, I would try to start an officer procurement and training program in which: (1) There would be a greater percentage of LDOs, NESEPs and Integration Program commissions, and (2) a program whereby any officer appointee would have to spend as much as a year of active duty as an enlisted man —starting as a seaman.

The reasoning behind this is not the old refrain, "If I only had Mr. So-and-So under ME!" I feel that no matter how well a man is trained in OCS, NROTC, or even the Academy, he simply fails to understand the viewpoint of the EMs under him when he joins the Fleet.

The summer cruise program is fine—as far as it goes. However, I'm afraid that it doesn't go very far. The midshipman who comes aboard is only on board for a temporary period; he is not treated as ship's company, nor does he identify with ship's company. He wears a different uniform, he musters separately, and the men around him are strangers in a closed club. He's not "shipmate Jones," he's "some middie."

While this may seem to be of no significance, I feel that it is of the

greatest importance that the Boot Ensign who comes aboard is able to understand the men under him, the job they are to do, and the professional and personal difficulties each man faces in completing the job. In short, a policy of "The best study of mankind is the study of men" and "The best teacher is experience."

George F. LeBrun, DK3, USN
USS Compton (DD 705)

Manuals Are Security Busts

The U. S. Navy publication *Enemy Agents and You* (NavPers 92972) is a well written information pamphlet which points out that enemy agents "need to know" key jobs of personnel of the Naval Service.

The agent's job is made easier because of the Navy Petty Officer Rating Badge and unclassified publications such as the *Manual of Qualifications for Advancement in Rating* (NavPers 18068A), which provides a description of the occupational fields of ratings, and the *Manual of Navy Enlisted Classifications* (NavPers 15105G), which supplements the enlisted rating structure, identifying personnel skills and allowance requirements.

With little effort on his part, the foreign agent is able to pin-point key men from the hundreds that pass through fleet landings, gates of naval shore establishments, etc., and locate the exact individual that possesses the knowledge he is seeking.

By compiling the many ratings within a particular activity he is able to learn many facts about the operations of that activity. For instance a ship or activity would not employ a large number of Missile Technicians without placing these personnel within appropriate billets or producing some missile component. The petty officer may not realize that a small amount of information about his job and ship could be of great value when compiled with other such information that has already been received.

A good deal of the above situation could be avoided by deleting the speciality device in the rating badge, leaving only the eagle and chevrons. The titles of the ratings could remain unchanged for command use, or could be replaced in official records by Naval Enlisted Classification codes. Liberty and other passes should contain just the rate (PO3, PO2, PO1, CPO, etc.) and not the rating. A good example of this is the Geneva Conventions Identification Card (DD Form 528) which contains only name, grade, service number, and date of birth as prescribed by the Code of Conduct for the U. S. Armed Forces.

Surely the prestige of our Navy petty officers could not be altered by such a change, and the over-all effects would be to the best interest of Naval Security.

Donald W. Clampitt, PN1, USN
ComSixthFlt

Simplify ID Cards

I recommend a change to *BuPers Manual*, Article B-2103 (Identification Cards for Members on Active Duty, DD Form 2N, Active), as follows:

1. Omit grade requirement on ID cards.

2. Change grade to Branch and Class of service, to be identified as follows: Enlisted–ENL, USN; Officer–OFF, USN. (Exception: Enlisted personnel making E-7 only to be issued new ID cards in uniform to identify senior rates.)

3. Authorize a large MINOR stamp to be placed just above the date of birth of minor members.

During advancement-in-rate time, large commands can expect at least 150 requests for ID cards. This involves the following time-consuming and costly procedures:

- Two copies of the Application for Armed Forces Identification Card, DD-2N (Form 2721–New 3-59).
- A page 13 entry in service record.
- Issuance of a new ID card which involves the accountability of ID cards, old and new, logging, typing, verifying and filing, all time-consuming procedures.
- Film for photographs.
- Individual manhours involved in filling out forms, signing, fingerprinting and receiving new card on date of advancement.

Numerous attempts are made by minors trying to alter their ID card by changing the birth date. Approval of a large Minor stamp would eliminate the temptation of the younger members to alter their ID cards.

Approval of the three basic recommendations would make for substantial savings of government funds and save many wasted manhours. At the present time, the only reason for grade appears to be for identifying personnel eligible for the Acey-Deucy clubs, and other unofficial military functions. This could be solved by clubs issuing a membership card to eligible members. A man could conceivably receive an ID card upon enlistment and retain this card for the full period of his enlistment.

There need be no conflict of interest involved should positive identification be required by shore patrol or civil authorities if membership cards are issued by various clubs and

since all E-7s and above will be shown by their uniform in the ID card picture.

Robert H. Randolph, PNCS, USN
Pacific Missile Range, Pt. Mugu

Retention and Morale

My belief is that the biggest problems in the Navy today, as they relate to personnel, are (1) not being able to retain experienced people, and (2), low morale. I propose the following as a partial solution to this situation.

As an incentive for reenlistment, personnel would be given a choice as noted below:

- Either reenlist for four to six years and be given the regular reenlistment bonus; or
- Sign a contract, stating that the individual agrees to reenlist for four to six years, but with the following stipulation: that upon a six-month notice, he can be honorably discharged from the Navy without a bonus. The bonus would be held in abeyance and paid only upon completion of the tour of reenlistment.

A number of personnel like the service, but feel that reenlisting for four or six years at a time is too much for them, so they get out. This proposal would also benefit those personnel with hardships. Rather than having to wait for a hardship discharge, an individual could submit a six-month notice.

Such a program would also help CNO to find trouble spots. Where numerous personnel are dissatisfied, the activity having the most six-month notices could be checked into, to see why these personnel are not satisfied with their status.

Walter L. Hada, Jr., EN2, USN
USS Enterprise (CVAN 65)

More Parking Space

Thank you for letting me sound off. What I'm going to write will probably be a little unusual, but it is the little things as well as the big ones which, when all taken together, make a mountain. And that's what can drive career minded personnel out of the service.

I am on a ship that is homeported at N.O.B., Norfolk, Va. In my opinion, to make the Navyman feel more like a first class citizen would be to do this: On the waterfront or pier area at N.O.B. there are many areas near the piers that are reserved for civilian employees only. There is just a limited amount of parking for the service man. He may have to park several blocks from his ship, and if there are no parking spaces at a distance from the ship, he has to park clear outside the gate and walk in. A Navyman's time is precious to him and his family and he likes to spend as much time as he can with them since he is out to sea a lot. For this reason he does not want to arrive way in advance, so he's always running into a parking problem.

To me this is wrong. I believe that —in this area—the service man should come first as far as parking is concerned and that the whole waterfront area and one block down each side street be reserved for the men stationed on these ships.

I believe the civilian employees should take the back seat in this problem and have the parking areas at a distance or outside the gate. They are home with their family every night and week-end. If this parking problem were changed, I believe that it would help a great deal in creating better morale with the service man.

In connection with this there's a related problem. Many a service man tries to spend that extra few minutes with his family in the morning, and sometimes causes him to be a little late coming in. Occasionally, he may park too near a railroad or partially block a right of way, usually doing it in a hurry and not noticing it at the time. He receives a traffic ticket for this and has to appear in court on the base. If adequate parking were provided for the service man I believe there would be a lot less offenses in this area.

When appearing in court on the base for a driving or parking charge all service men have to go before a civilian judge. I've talked to men on my ship and on other ships and they feel it would be better to have a naval officer in this position. Some of the men on my ship share these views and have signed also.

R. H. Banbury, GMG1, USN
and 22 Members of the Crew
USS Alstede (AP 48)

Courtesy Toward Dependents

In reply to your request that personnel make recommendations as "CNO for 60 minutes:"

The facilities for dependents' medical care (at least in certain areas where I have been stationed) certainly should be looked into. The corpsmen at one hospital were no doubt the most rude sailors in the Navy to the dependents and children who use this facility, and the doctors were not much better. They give the impression, when you take a dependent in, that they are doing you a big favor.

Also, if under my authority, the CPO uniform would undergo a change, and I would do away with the white uniform for CPOs, including the white shoes. CPOs wearing these look like ice cream vendors.

T. D. D. Walker, MM1, USN
USS Enterprise (CVAN 65)

GRAPPLING—Steve McDowell attempts takedown on Air Force opponent at Interservice. *Below:* All-Navy champ Norm Nicholson is long-time bowler.

STRETCH on the mat at Mare Island.

All-Navy

All-Navy Bowling

NORMAN NICHOLSON, STCM, and Barbara Miskec, DK3, are the 1965 All-Navy Bowling Champions. The two won their titles in the 30-game roll-offs at NTC Bainbridge, Md.

In the race for the men's team title, PacCoast region placed three men in the top ten individual spots to win over LantFlt, SoLant, NorLant and WestPac, in that order.

SoLant women bowlers placed first, second, sixth and seventh individually to take the team title. They were followed by NorLant, PacCoast and WestPac. LantFlt did not enter a women's team.

Chief Nicholson won his trophy hands down, with a total pinfall of 5925 and a 197.5 average for the 30 games. He won by over 200 pins.

Miskec won the women's division individual title with a 5262 pinfall. She also won a trophy for high six-game series of 1141.

The top 10 bowlers in each category were:

Men

Narman Nicholson, STCM	PacCoast	5925
Jack Perry, RM2	SoLant	5709
Elbert Butts, DMC	WestPac	5701
Dennis Ward, AN	NorLant	5692
William Ellstrom, ADJ3	NarLant	5690
R. J. Steele, YN3	PacCoast	5642
C. L. Cichan, SM3	SaLant	5624
G. A. French, YN1	SaLant	5624
Dan Burch, CTC	PacCaast	5606
D. W. Nichals, FTGSN	NorLant	5557

SPAGHETTI—Navy Lieutenant Gary Sauer pins Interservice opponent. *Rt:* NTC San Diego dominated All-Navy meet.

Keglers and Matmen

Women		
Barbara Miskec, DK3	SoLant	5262
Charlene Woodword, LT, MSC	SoLant	5236
Laura Care, DK2	NorLant	5209
Dorothy Morgan, YN3	PacCoast	5130
Margo Brown, SN	PacCoast	5122
Arlene Normington, HM1	SoLant	5116
Mildred Corr, LT, SC	SoLant	5110
Rosemory Jeck, SK3	NorLant	507B
Moe Riaux, DK1	PacCoast	4919
Adrienne Baker, YN3	NorLant	4B47

All-Navy Wrestling

PACIFIC COAST Region wrestlers followed in the footsteps of the region's boxers at the 1965 All-Navy Championships—they missed one title.

The lone non-PacCoast champ was Sam Hopkins, WestPac, who won the 154-lb class at Mare Island Naval Shipyard.

Four of the seven winning PacCoast wrestlers were from NTC, San Diego, including Phil and Steve McDowell, the Oregon wrestling twins.

John Wadas, WestPac, was involved in the longest and shortest matches of the tournament. Wadas pinned Felix Dallesandro, Jr., SoLant, in 1:06, then lost a weigh-off bout to David Reed, NorLant. (A weigh-off is held after two draw matches, the lighter wrestler being declared the winner.)

The All-Navy wrestling champs and second place winners are:

114.5 lbs—LT Gary Sauer, PacCoast; Arthur Furbush, AN, WestPac.

125.5 lbs—Phil McDowell, SN, PacCoast; Stewart Smith, NorLant.

138.5 lbs—Steve McDowell, SN, PacCoast; David Reed, EM3, NorLant.

154 lbs—Sam Hopkins, LI3, WestPac; Sam Rugh, SN, PacCoast.

171.5 lbs—Mike Yeaman, SN, PacCoast; Glen Rittenhouse, HM2, NorLant.

191.5 lbs—Tom Connolly, HN, PacCoast; Robert McMullen, AA, SoLant.

213.5 lbs—David Ditter, SA, PacCoast; Frank Choate, Jr., SoLant.

Heavyweight—James Skelton, *Cpl*, USMC, PacCoast; LTJG Thomas Aulenbach, WestPac.

In Interservice Wrestling competition, also held at Mare Island, only one grappler was able to break Army's monopoly of the titles. He was Phil McDowell, of NTC, San Diego, who won the 125.5-lb crown.

Navy's second place winners were: Lt Gary Sauer, 114.5-lb, and Tom Connolly, HN, 191.5 lb. David Reed, Sam Hopkins, Mike Yeaman, David Ditter and James Skelton all finished fourth in their respective classes.

CHAMPIONS Barbara Miskec and Norm Nicholson show off trophies won at All-Navy Bowling tournament. They were individual class winners in contest.

ORGANIZATION AND TEAMWORK:

How to Run a Ship

ANY SEAGOING Navyman knows his ship's effectiveness is the result of a highly developed organization to which he and every other man on board must adhere. This tightly meshed society is necessary because a Navyman's ship, regardless of its type or size, is given specific objectives toward which every man on board must bend his efforts.

A ship's organization chart might be compared to the blueprint of a well-compartmented ship—with watertight integrity, instant intercommunication, and ready access to the commanding officer at the helm. The entire crew, starting with the executive officer, in descending order, supports the CO's efforts to carry out the mission of the ship he commands.

Each ship has its specific complement which, ideally, provides enough men in the various ranks and ratings necessary for the ship to carry out its functions. This, of course, is the ideal situation. There are times when men must be assigned to ships on the basis of the number of men available.

If the ship is a fighting ship, the entire organization of the vessel is built around its mission in combat. The organization of a support ship, on the other hand, is built primarily around the obligation to provide supporting services to the fighting ships, plus the need to defend itself.

A SHIP IS organized for battle by dividing its men into groups which perform the various major control functions. For example: weapons control includes main battery control, antiaircraft battery control, antisubmarine battery control and torpedo control. Engineering control includes the engine and boiler rooms and auxiliaries. The same type of grouping would also be made for operations control, air base control, damage and debarkation control.

Concerning Shipboard Organization

Navymen who want to investigate shipboard organization in detail can find food for thought in *Navy Regulations* and *Shipboard Procedures*, NWP 50 (A).

Navy Regulations provides the collected rules governing Navy life, prefaced by the Uniform Code of Military Justice and ending with Honors and Ceremonies.

In between—in Chapters Seven through Eleven, can be found some succinct words concerning the duties of the commanding officer, the executive officer, the heads of departments, watch and division officers plus ship organization.

Navy Regs is the authority on these and all Navy subjects, All other publications are subordinate to it.

Shipboard Procedures, NWP 50 (A), brings together considerable Navy experience and incorporates it within its covers to provide sound shipboard procedures for administration, organization and operations. It is a procedural book and supports doctrine contained in other publications of the NWP series.

At the head of each of these groups is an officer who controls the activities and men under his supervision. He does this from a specified battle station.

The CO is again at the top of the battle organization. His is the responsibility of command control during any action. Subordinate officers who are familiar with the major control functions of the ship, as represented by the departments on board, assist the commanding officer.

ALTHOUGH a ship's organization is flexible within limits and varies according to the functions it performs, there are five departments which may be found in most Navy ships. These are: operations, navigation, weapons (or deck department if the ship's mission is related to other than ordance or aircraft), engineering and supply.

Some ships also have medical and dental departments. Aircraft carriers and seaplane tenders have air departments; repair ships and tenders have repair departments in order to carry out their missions.

For special ships, there are quirks in the usual organization which are designed to take care of special circumstances. A hospital ship's organization, for example, would not include a medical or dental department separate from the hospital. In ships designed as auxiliaries or for special purposes, the Secretary of the Navy can and does establish other departments. A ship's commanding officer also exercises a great deal of discretion in organizing his ship.

WHEN organized aviation units are regularly attached to and embarked in a ship, they retain their basic organization.

The organization of a department is like a scaled-down version of the over-all shipboard structure, with the department head at the top. He is the man who is responsible to the commanding officer (and the exec), and it is his duty to see that his department does the job for which it is intended.

Since the department head is the representative of the commanding officer at the department level, it follows that he must keep in constant touch with the CO and the Exec. He does this at every opportunity available—chow time, over a cup of coffee, during chance encounters—any time he can do so in addition to regularly scheduled meetings, at which time he keeps the CO informed of what is going on.

THE information passed on by the department head covers the general condition of the machinery or other installations in the department which might have an adverse bearing on the safety or the operation of the ship. It also includes the progress made on major and even minor repairs.

The department level is also where the control of money spending begins, which leads into the proper operation of the department's equipment.

Here also is where cleanliness and upkeep of the ship's spaces begins. Each department is responsible for the spaces it is assigned.

The department heads and their assistants are assigned battle stations from which they can supervise and control both the duties which are regularly theirs and whatever specific battle duties the ship's CO may order.

AN EXAMPLE with which every Navyman on board a ship is familiar is the damage control officer, who is stationed at damage control central. From DC central, he maintains communication throughout the ship with repair parties.

The damage control officer's battle station is not necessarily located at the same place in all ships of a type—it could be in an area the size of a phone booth in a destroyer escort, the wardroom of a minesweeper or any other practical location. Wherever DC central is located, the damage control officer must be able to direct DC operations through his lines of communication.

The echelon below the department is the division which is, in turn, divided into watches or sections—sometimes both. The top man in the division is, appropriately enough, the division officer, who has other officers and petty officers under his supervision.

Whenever it is practical to do so, divisions are assigned battle stations as a unit, so the enlisted men can work as a team with their own petty officers and officers.

In the division, we again get back to a smaller version of the ship's organization. Authority flows from the commanding officer through the department head to the division officer. Like the department head at his level, the division officer is the CO's representative at the division level.

A division officer's day-to-day tasks are concerned primarily with administrative duties in his division. He assigns men to watches, schedules training, evaluates performance, sees to it that security measures are observed, recommends personnel changes, starts leave and liberty chits on their way up the chain of command.

AS MENTIONED before, divisions are broken down into watches or sections, or both. It is sometimes difficult for a Navyman standing a midwatch to remember that the ship's peacetime watch organization is second in importance only to the organization for battle.

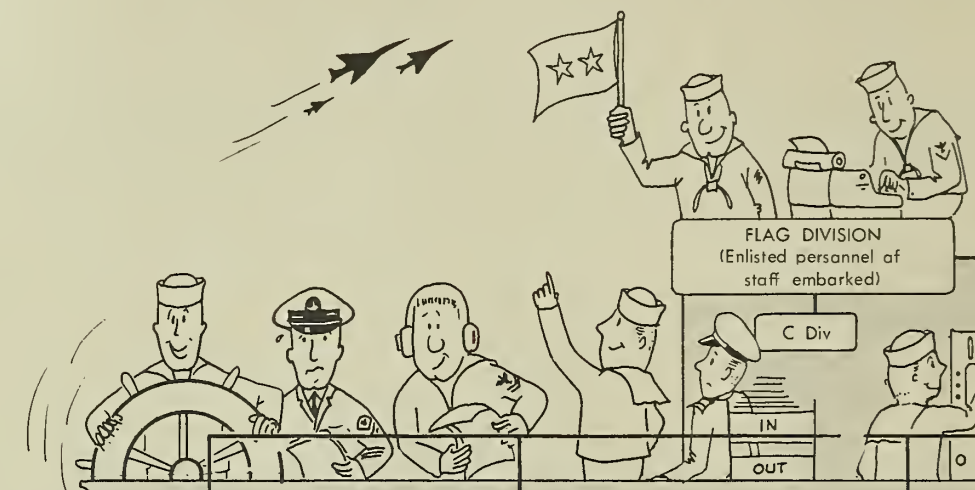
If the man standing a watch doesn't understand his job, he may possibly cause confusion and conflict within his watch organization. This, in turn, can result in collision, grounding or even the loss of the ship. On the other hand, a well-organized watch is just as effective in preventing these catastrophes.

The very presence of a U. S. Navy ship at sea is a factor to be reckoned with in this last half of the 20th century. That Navy ship has a job to do and each Navyman on board has his place in the ship's organization, thereby turning the wheel that does the work.

If a cog is removed from a machine, the wheels continue to turn but the function of the machine is impaired. Eventually, if nothing is done to set things straight, the machine may become damaged, then useless.

Shipboard organization can be compared to a machine. It takes every man doing his job to make the ship operate at its best.

SHIPBOARD



FLAG DIVISION
(Enlisted personnel of staff embarked)

C Div

COMMAND DEPARTMENTS

NAVIGATION DEPARTMENT
Navigation and Pilating
Care and Maintenance of Navigating Equipment

N Div

OPERATIONS DEPARTMENT
Preparation of Operational Plans
Preparation of Operational Training Schedules
Visual and Electronic Search Intelligence
Operational Evaluation
Combat Information
Operational Control of Airborne Aircraft
Electronic Warfare
Radio and Visual Communications [1]
Issuance Control of RPS-Distributed Publications
Photo Intelligence
Repair of Electronics Equipment

Divs: OA, OI, OL, OR[1], OS[1], OE, OC[1], OP

AIR DEPARTMENT
Aircraft Landing, Launching, and Handling
Aircraft Services (fueling and arming)
Handling of Aviation Fuels
Handling of Aviation Ammunition (outside of magazine)
Provide and Maintain Shop Facilities for Servicing, Repair of Aircraft (when squadron maintenance personnel embarked)
Maintenance and Repair of Aircraft (when squadron maintenance personnel not embarked)

Divs: V-1, V-2, V-3, V-4, V-6

SUPPORT DEPARTMENTS

SUPPLY DEPARTMENT
General Supply
Disbursing
Operation of General Mess
Operation of Ship's Stores
Maintenance of Store Rooms
Aviation Stores

Divs: S-1, S-2, S-3, S-4, S-5, S-6

DENTAL DEPARTMENT
Dental Treatment
Oral Hygiene Instruction

D Div

MEDICAL DEPARTMENT[3]
Treatment of the Sick and Wounded
Health, Sanitation, and Hygiene
First Aid Instructions
Identification and Care of the Dead
Photodosimetry

H Div

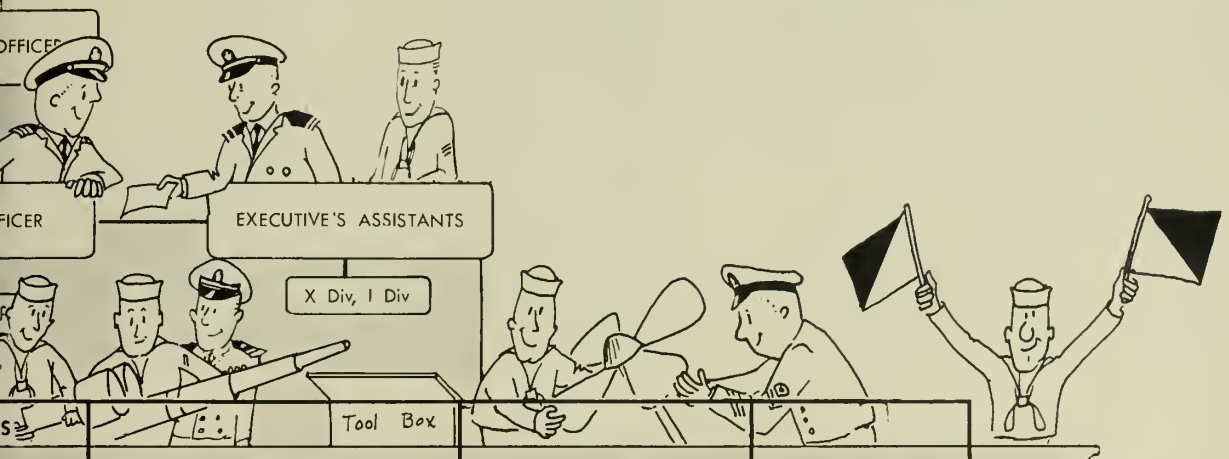
1. The communication force of a flagship is under the direction of the commander embarked.

2. V Division is under the weapons department ships without an air department but with an aviation detachment embarked.

Prepared by ALL HANDS Magazine

RGANIZATION

The number of departments aboard any particular ship depends on the type of ship.



EAPONS DEPARTMENT
, Maintenance, Armament Repair
rine Search-Attack, Mine Warfare
nanship, Carga Handling
ce of Ship's Exteriar Hull
Ammunitian, Explasive Stawage
Operatian and Maintenance
f Air Department (aviation
ent embarked)
tachment
of Ordnance
issiles, Nuclear Weapans

Divs: 1-9, W, FM, FA, V², G, GM

ENGINEERING DEPARTMENT
Operatian and Maintenance of Ship's Machinery
Damage and Casualty Cantral
Repair of Hull and Machinery
Power, Lighting, Water Maintenance
Upkeep and Maintenance of Underwater Fittings

Divs: B, M, R, A, E

OTHER DEPARTMENTS
(As necessary and as approved by SecNav)

AIR WING/GROUP
(Embarked Command)

VA VF, VS, Sqds, and Dets

RTMENT
ir Schedules
Ships
air

2, R-3,

ORDNANCE REPAIR DEPARTMENT
Preparatian of Repair Schedules
Repair and Service to Submarine Ordnance
Maintenance of Ordnance Repair Machinery

Divs: SR-1, SR-2

TRANSPORTATION DEPARTMENT
Embarkation and Debarkation of Passengers
Berthing, Messing, and Direction of Passengers
Liaisan with Share Loading Autharities (Ships without Combat Carga Officer)

Divs: T-1, T-2

OTHER DEPARTMENTS
(As necessary and as approved by SecNav)

When na medical officer is assigned, haspital
ps personnel are assigned ta the aperatians
partment for military and administrative functians.
medical representative is directly respansible ta
commanding officer far medical functians and
arts ta the executive officer far technical cantral.

AUGUST 1965

grabowski

CLUB MEMBER L. S. Andreoletti *(left)* instructs Navcad in penguin sailing. *Rt: Tailwind* crew practices for races.

Jibs and Spinnakers

DESPITE THE emphasis placed on up-to-date training and development at NAS Pensacola, one group of men has turned from modern pastimes to the pleasures of the past. They are the 260 members of the naval air station's sailing club.

The club dates back to 1932, but it didn't really catch on until late 1962, when Lieutenant Commander Richard Carleton, MC, USNR, and Senior Chief Hospital Corpsman L. S. Andreoletti reorganized it. It gained the support of the Chief of Naval Air Training and, in 1964, acquired two 44-feet yawls from the U. S. Naval Academy.

The culmination of two and one-half years of sailing came when the Pensacola club sponsored the first annual Navy Ocean Race early this year. Called the longest race of its kind ever held in the area, the 300-mile junket from Pensacola to St. Petersburg was held as a warm-up for the better known St. Petersburg-Venice race. Eleven contenders from eight clubs participated.

Challenger and *Tailwind*, the two blue-trimmed NAS yawls, were manned by aviation cadets, officers and enlisted men from the station. After being in contention for the Pensacola Cup for two days, they fell back to fifth and sixth place, respectively. *Challenger* moored with a corrected time of 59:41:35, and *Tailwind* logged in at 60:52:45, in a race that took them through heavy seas, 40-knot winds and a dense fog.

While the Navy yawls failed to gather any laurels in the race, two NAS club members made their marks aboard another vessel. Chief Andreoletti and Captain Lindsay Riddle,

SAILING enthusiasts watched start of 300-mile Pensacola Cup race from flight deck of *USS Lexington* (CVS 16).

MC, were crew members aboard the first-place finisher, *Nikki*, which finished 10 hours ahead of her nearest competitor.

There were some tense moments after the race when one of the boats didn't finish. *Kumwha*, a 28-foot sloop, became the object of a search by Navy and Coast Guard planes when she wandered off course and ended up near Key West. The sloop finally motored into St. Petersburg without assistance two days after the race ended.

During the following St. Petersburg-Venice event, *Tailwind* chased elusive winds and a widely acclaimed racing sloop to finish second in her class, just 10 minutes behind the winner.

Challenger didn't fare as well in that race, but the yawl went home with a trophy. Her chief cook was given a shiny frying pan for the yawl's galley, and the title of "Last Stewburner Across the Finish Line."

Although relatively infant so far as ocean racing goes, club officials believe their showings in the two races were of appreciable value.

Numerous other inter-club events mark the year-round program of sailing for the Navy club. They include the winter Frostbite series, Mobile-Pensacola Offshore Race, Navy Cup Regatta and an annual fall regatta. One club highlight is the racing series for the single-handed championship.

The Pensacola sailing club offers an excellent recreational facility, as attested by its recent growth. Today the club sports a sizable fleet of two yawls, five 11-foot penguin class boats, three 16-foot windmills, one 11½-foot lightning, three eight-foot dinghies and nine other sailers.

(For you landlubbers, the following definitions may be of some help:

Yawl—a fore and aft rigged boat carrying a mainsail and one or more jibs (sails forward of the foremast) with a far-aft mizzenmast.

Ketch—a fore and aft rig with a larger mizzen than a yawl. The mizzen is also farther forward than on a yawl.

Sloop—a fore and aft rig with one mast and a single headsail jib. Yaw'l ketch, now?)

If you happen to visit NAS Pensacola and find yourself listening to jargon about jibs, genoas and spinnakers, don't be dismayed. That's your first clue that you're not lost.

—Story by Jim Ferrell, JO1, USN
—Photos by Orville L. Rosenbaum, PH2 and Charles L. Durel, PH3

WINNER of race, *Nikki*, cruises Pensacola Bay with Navy yawl *Tailwind*. *Nikki* had two club members in crew. *Below: Challenger* crew readies boat for race.

TODAY'S NAVY

REFEREE—*USS Windlass* (ARSD 4) hosted officials of International Hydroplane Regatta at Havre de Grace, Md., because of her stationary mooring capability.

Taussig Is Sharp 21

Four days after she turned 21, the destroyer USS *Taussig* (DD 746) returned home to San Diego from the Western Pacific. And, though 21 may be considered a respectable age for any ship, you may have a hard time proving her decrepit.

Because of her ASW excellence and over-all day-to-day readiness, *Taussig* was nominated the top DD in Destroyer Squadron 21.

During her seven month deployment with the Seventh Fleet, the destroyer logged over 50,000 miles during ASW exercises, carrier support operations and various patrol duties. *Taussig*men had a chance to relax as the ship visited such places as Pearl Harbor; Midway Island; Subic Bay, Philippines; Kaohsiung, Taiwan; and Sasebo, Japan.

Glover Is Launched

The Navy's first escort research ship *Glover* (AGDE 1) was launched at Bath, Maine. She is the first ship to be named in honor of John Glover, a brigadier general during the American Revolution.

The 3400-ton *Glover* is 414 feet long and has a 44-foot beam. Her keel was laid on 29 Jul 1963.

Glover will carry long range sonar and antisubmarine weapons and will use a pump-jet propeller to reduce underwater noise. She also will be equipped with gyroscopically controlled fin stabilizers which reduce rolling in heavy seas.

ROLL-OUT of Navy F-111B multi-purpose jet was held at Peconic, Long Island.

New Construction

Should you be keeping track of possible duty assignments, here are four more you can add to your list. One ship is now part of the Fleet while the other three have been launched.

The guided missile frigate USS *Josephus Daniels* (DLG 27) was commissioned at the Boston Naval Shipyard. The frigate is named after the Secretary of the Navy who served under President Woodrow Wilson (1913 to 1921).

As a *Belknap* class frigate, *Josephus Daniels* has a length of 547 feet and a beam of 54 feet. She is armed with *Terrier* surface-to-air missiles, one 5-inch/54 caliber and two 3-inch/50 caliber guns, antisubmarine torpedoes and antisubmarine rockets (*Asroc*).

Her keel was laid 23 Apr 1962 and she was launched 20 Nov 1963.

The nuclear-powered attack submarine *Guardfish* (SSN 612) was launched at Camden, N. J.

Guardfish is the second sub to bear the name. Her predecessor, SS 217, was commissioned on 8 May 1942 and made 12 patrols during World War II. She was stricken from the Navy register on 1 Jun 1960.

As a *Permit* (SSN 594) class boat, *Guardfish* is powered by a water-cooled nuclear reactor.

Under the current program, there will be 50 nuclear powered attack submarines. To date, 21 are commissioned, five are between launching and commissioning and 18 are in various stages of construction.

Two nuclear powered ballistic missile submarines were launched.

At Newport News, Va., *George C. Marshall* (SSBN 654) became waterborne. The *Polaris* sub is named after the former General of the Army who, following World War II, served as Secretary of State and later as Secretary of Defense.

James K. Polk (SSBN 645) was launched at Groton, Conn. She is named in honor of the 11th president of the United States.

Marshall and *Polk* respectively became the 35th and 36th *Polaris* submarines to be launched. To date, 29 are in commission, and the last five are under construction. Both subs will carry *Polaris* A-3 missiles.

Big Blow Aboard *Wiltsie*

USS *Wiltsie* (DD 716) has a Bengal tiger in its emblem so what could be more natural than a band aboard that plays *Hold That Tiger* while *Wiltsie* is undergoing underway replenishment. Needless to say, the *Wiltsie* aggregation is a Dixieland combo.

The *Wiltsie* Tiger Band has acquired a wide audience since it reported to the Seventh Fleet in January 1965. The ship has been replenished more than 50 times and each of the replenishing ships has been serenaded by the *Wiltsie* Tigers. The band has also given several shore-based concerts.

The Tigers have become so popular both with the *Wiltsie* crew and crews of the ships *Wiltsie* goes alongside that the band members have been assigned permanent replenishment detail stations on the bridge where they furnish music to UNREP by.

In addition to *Hold That Tiger*, the *Wiltsie* Tiger repertoire includes other Dixieland favorites such as *Five Foot Two, Tiger Rag,* and *When the Saints Go Marching In.*

Croatan Becomes Launch Pad

During World War II, the U. S. Navy Military Sea Transportation Service's USNS *Croatan* was known as Baby Flattop 25. As a USS ship, she was among the first escort aircraft carriers to employ night flying to combat nocturnal submarine attacks.

Since 1958, *Croatan* has been assigned to MSTS, operating out of New Orleans. One of her more recent jobs has been as a floating launching pad for the National Aeronautics and Space Administration. Seventy-seven rockets were launched for scientists off the Pacific Coast of South America.

The project was part of NASA's sounding rocket program conducted during the International Quiet Sun Year (IQSY), when solar activity is at a minimum. Measurements were made in the upper atmosphere and ionosphere.

To do the NASA job, *Croatan* became a complete mobile, self-contained launching, tracking and data acquisition system. Tons of special equipment included 20 instrumented trailers and five rocket launchers. Tracking antennas sprouted from her deck like stalks from a cornfield.

Her scientific complement included 11 teams of researchers from universities, NASA field centers and other federal agencies, together with enough personnel to man the equipment.

Croatan's research was one phase of a joint study undertaken by 25 nations during the International Quiet Sun Year 1964-65 Program.

After winding up the three-month tests, USNS *Croatan* returned to the east coast, where her scientific gear was removed, then proceeded to the gulf where she picked up a full cargo of aircraft and resumed her normal operations with MSTS.

Happy Birthday, Long Beach

The first birthday of the Naval Supply Center at Long Beach was a happy occasion. The growing pains inevitable to a new installation doing a big job were about over and the center could look forward to its status as an established institution.

The center issues supplies to well over 100 ships of almost every type homeported at Long Beach. The supplies include provisions, clothing, repair parts and equipment to keep the ships in a state of readiness.

The center is also the major supply activity nearest the Pacific Missile Range and, as such, is a primary supply point for surface-to-air missile systems for guided missile ships in the Long Beach area.

In addition, the NSC also provides support to about 70 shore activities in the Eleventh Naval District north of Fallbrook, Calif.

Skin Donated to Italian Boy

The Navy came to the aid of a badly burned Italian boy last April, rushing a supply of skin grafting material from Naval Medical School

Tying the Knot of Friendship

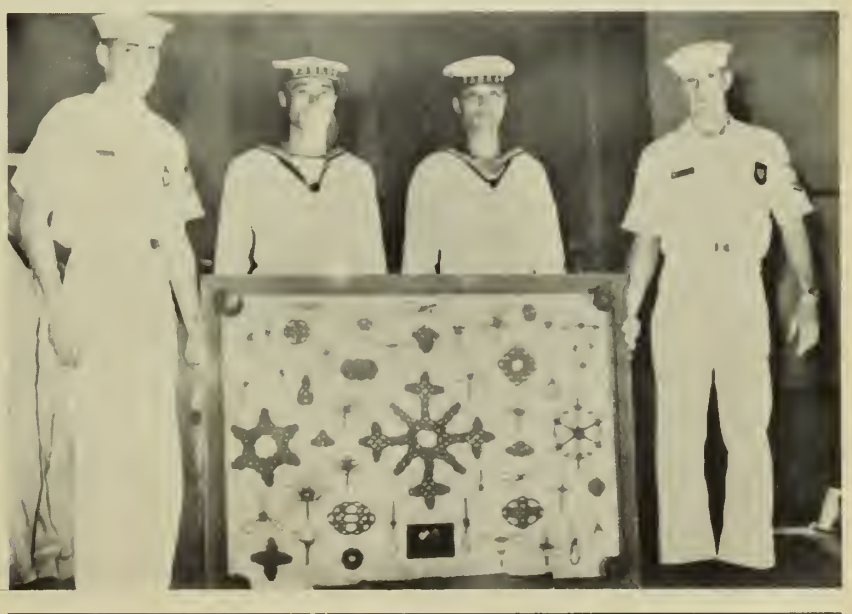
Two U. S. Navy boatswain's mates mixed salty experience with a few veteran bends and turns of the line, then presented an intricate display of marlinspike seamanship to Nationalist Chinese Navymen in Tsoying, Taiwan.

C. W. Cromwell and J. T. Herron, both boatswain's mates second class, gave their knot-tying handicraft to two crewmen of the Chinese Navy's PC-119, which recently engaged in action with several communist craft in the Taiwan Straits. The Chinese Navymen, representing their shipmates and other Navy personnel, accepted the nautical remembrance of 54 knots, which carries the inscription, "From the enlisted men of the United States Navy to the enlisted men of the Republic of China Navy."

In return, Chinese Navy tars gave the U. S. seamen a colorful banner which lauded the "coordination and cooperation between the enlisted men of the U. S. and Chinese Navies."

Cromwell and Herron are assigned to the staff of Commander U. S. Taiwan Defense Command.

KNOT BOARD was given to Chinese Navymen by two boatswain's mates.



NEWEST of Navy's nuclear powered surface ships, *USS Truxtun* (DLGN 35) will go to Pacific Fleet in Navy's transfer of nuclear task force from Atlantic.

in Bethesda, Md., to the boy and his doctor in Bari, Italy.

Franco Trione, 11, received severe burns on more than 40 per cent of his body last November in an electrical fire at his home in Trani, a small town about 25 miles northwest of Bari. The boy's physician, Professor Vittorio Consiglio, appealed to the Station Hospital in Naples in April requesting help in obtaining five square feet of specially processed human skin. Previous efforts to graft skin from other parts of Franco's body had failed.

The senior medical officer at the hospital, Captain Richard J. Lawrence, informed the Center of the need. Bethesda is one of the few sources in the world of lyophilized, or freeze-dried, skin. The skin was promptly processed and made ready for commercial air shipment to Italy.

Upon arrival in Naples, the cargo was immediately loaded aboard a waiting Navy helicopter for a direct flight to Andria, near Trani, where Franco has been hospitalized since the accident.

Soon after leaving Naples the helo hit bad weather and was forced to return. The skin was then transferred to a C-117D, which successfully carried it to Bari.

Mt. McKinley Is Back

After nearly nine months in the Western Pacific, the amphibious force flagship uss *Mount McKinley* (AGC 7) returned home to San Diego. During her tour with the Seventh Fleet, the flagship participated in three Marine landings in South Vietnam last March and April.

In mid-September last year *Mount McKinley* arrived in Subic Bay, Republic of the Philippines. *Mount McKinley* received the order to put some 1400 combat-ready Marines ashore at Da Nang (the northeast sector of South Vietnam) in company with several other large amphibious ships. As flagship for the assault, she was the center of the operation, providing coordination and communication.

Mount McKinley crewmen received the Armed Forces Expeditionary Medal for their part in this landing.

A month later, she returned to Da Nang to direct the landing of an additional 3400 Marines.

Two days after this second Da Nang landing, the flagship, with a seven-ship amphibious task force, anchored off Hue (pronounced Whay), about 50 miles north of Da Nang. Marines went ashore to support the air base near this old walled city.

The Hue landings were somewhat different from the others. The landing craft, which were carrying Marines and their heavy equipment, had to transit a 12-mile restricted passage of the Song-Hue River to reach their unloading areas.

In addition to her duties as amphibious force flagship, *Mount McKinley* took part in several goodwill operations during her deployment.

DESTROYER escort *USS Edward McDonnell* (DE 1043), commissioned early in year, is second ship in new escort class.

FEDERAL German Navy ship *Deutschland* visited Pearl Harbor and San Francisco during '65 around-the-world cruise.

German Training Ship Visits

The German Federal Training Ship *Deutschland* completed an around-the-world training cruise during which she spent eight days at Pearl Harbor and five days at San Francisco. She held open house at both ports.

Deutschland serves as a shipboard school for naval officer candidates and soldiers of all ranks. During her latest cruise, the 573-foot ship carried 255 officers and men plus 267 officer candidates.

Deutschland was commissioned on 25 May 1963—the largest unit in the German Federal Navy. Her armament consists of 100mm guns, 40mm antiaircraft guns, antisubmarine rocket launchers and torpedo tubes with the associated electronic detection and fire control systems. Mines and depth charges can also be carried. *Deutschland* is protected against NBC attack by gas-tight construction.

In addition to making calls at Pearl Harbor and San Francisco, *Deutschland* also scheduled visits to Gibraltar; Aden; Cochin, India; Cavite, P. I.; Tokyo and Kobe; Cartagena, Columbia; Ponta Delgada, Azores; and Brest, France.

Sea Cat Is Twenty-One

When the submarine USS *Sea Cat* (SS 399) pulled into Miami, Fla., her visit was twofold. She was there on an official visit and her crew was celebrating her 21st birthday.

During her 21 years of continuous active service, *Sea Cat* has seen duty in both the Atlantic and Pacific Fleets. Some five months after her commissioning in 1944, *Sea Cat* sailed for the Pacific and her first war patrol. A few months and three patrols later, she was one of 12 submarines anchored in Tokyo Bay during the surrender ceremonies.

In 1952, after five years of duty in the Atlantic, she received a streamlined sail and snorkel system and was designated a Fleet snorkel sub.

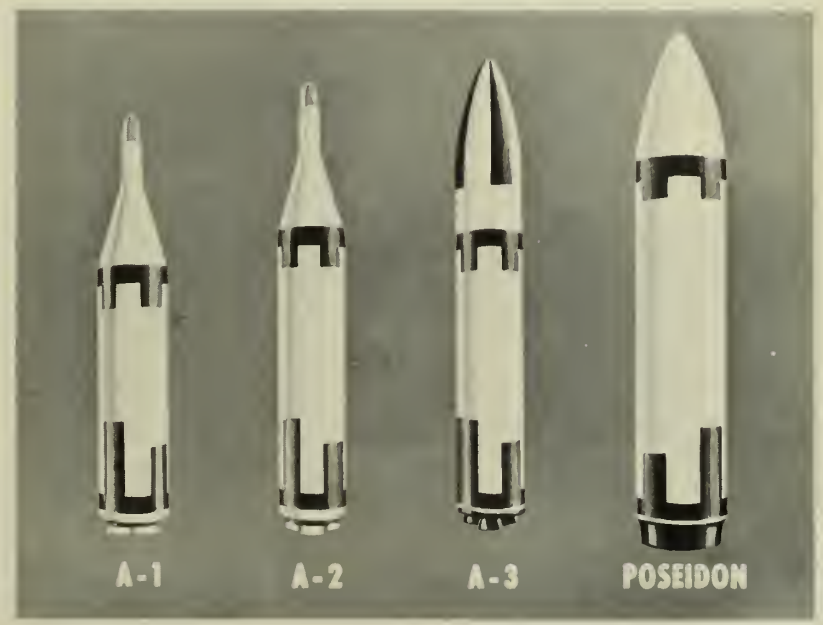
Not long ago, *Sea Cat* made her 6000th dive into King Neptune's realm. And to make everything complete, she also surfaced for the 6000th time in her long career.

Endurance Retention Record

If there is a retention problem aboard the Pacific Fleet ocean minesweeper USS *Endurance* (MSO 435), it may be hard to find. Since November 1963, 21 men became eligible for reenlistment. Of these, 12 shipped over while four others extended their enlistments. This makes a retention rate of 76.2 per cent—a figure which few ships can match.

And then, last month *Endurance* broke its own record when two more men took the reenlistment oath.

ARTIST'S SKETCH shows comparative designs of three versions of *Polaris* missiles and proposed *Poseidon* missile. *Polaris A-1* is now being phased out of Fleet. *A-2*, with 1500-mile range, is deployed on 13 submarines. *A-3* has 2500-mile range; is operational in both Fleets. *Poseidon* has a greater diameter than *A-3*, but can be carried by Fleet ballistic subs with modifications to launching system; carries double the A-3 payload.



THREE DIVING rigs used for training are displayed aboard YFNB 17. *Right:* Instructor explains hard hat to class.

YFNB-17 Is Their Alma Mater

The faculty members at Salvage Barge *YFNB-17,* anchored at Norfolk, Va., claim their barge is the only afloat school in the Atlantic Fleet preparing volunteer Navymen for qualification as second class divers.

In addition to its function as a school, *YFNB-17* is also an active salvage barge. When there is a job to be done, it is on its way—students and all.

The school performs the unusual function of supplying the Navy with about 100 qualified divers each year. Its graduates are apt to receive underwater assignments ranging from raising sunken craft in the Arctic to repairing hulls in the Caribbean and Mediterranean.

Applicants for the 12-year-old school are sought mainly in the deck and engineering ratings. However, those in other fields are also encouraged to make diving a career provided they have a hankering to do so and their parent command can use their services.

Each man who successfully completes the school's intensive nine-week program is designated a diver, second class. This is the first step in the three grades of proficiency assigned naval divers. The others are diver first class and master diver. For the two higher ratings, additional schooling is required.

To qualify for second class, the student must become familiar with scuba, hard hat and shallow water (light weight) diving. The appearance of the frogman scuba gear is familiar to almost everybody and so is the hard hat used in deep-sea diving. Shallow water diving requires a special mask through which air is received from the surface.

The first few weeks at the SERVLANT school are devoted to classroom instruction where the students are mentally prepared for diving. The textbook is the *U. S. Navy Diving Manual* which gives the prospective divers a wide range of science instruction including college level physiology.

When they finish their classsroom work, the students are introduced to the practical side of diving.

Navy diving is no game for the weak. Much of the students' time is spent in the water, beginning with a 1000-yard surface swim in a local pool. After they have successfully completed their preliminary testing, the students are instructed in the specifics of salvage diving, techniques in underwater demolition, burning, welding and other related tasks.

Most of the Navy's divers like the versatility the job offers and the sense of accomplishment they have when a job is finished. None, so far, has found the diving incentive pay each qualified diver receives any impediment to continuing a career as a Navy diver although the work is frequently risky.

Most of all, the graduates of *YFNB-17* simply like being divers.

—Richard L. Earl, LTJG, USN

Air Station Logs Time at Sea

NAS POINT MUGU, Calif., has a surface craft department, and a busy one, too.

During the past year the naval air station's seagoing Navy has participated in 1385 operations, spent 8233 man-hours at sea and logged 65,727 miles. And it did nearly all of this as a service to fellow Navy commands.

A force of four officers and 135 enlisted men make up the surface craft department. Their fleet consists of four aviation rescue craft, two weather patrol boats, two converted PT boats, two yard freight utility vessels and a tug.

Though attached to the naval air station, the department moors at Port Hueneme, 10 miles to the south, because of the docking facilities available there.

The unit's primary task is retrieving missile targets for the Pacific Missile Range and Naval Missile Center, but this is only one of the tasks the unit is called upon to perform.

It provides surveillance and clearance of the inner sea test range.

It assists distressed ships and searches for downed pilots.

It provides transportation for Fleet personnel to and from ships anchored offshore.

Two of the department's landing craft serve as a lifeline for San Nicolas, Santa Cruz and Anacapa, three islands off the California coast. Regular trips are made to the islands with personnel and equipment.

The unit has helped in the development of such systems as *Arcas, Bullpup, Terrier, Regulus II* and DENPRO, a density probe program.

Last December one of the unit's aviation rescue craft participated in the training of ordnance crews during Fleet operations near San Nicolas Island.

The department's yard freight utility vessels have been used to launch *Hydra-Iris* missiles.

Department personnel are also called upon to hunt porpoises for the

Barber's Point Carries On, Weather or Not

An open note to the Honolulu Chamber of Commerce on behalf of the Navy: We love your weather, and to say that it's usually favorable is an understatement. So don't get us wrong about that busy little GCA unit at NAS Barber's Point.

We agree that the idea of it being so near Honolulu seems a little absurd—after all, GCA ordinarily serves as the pilot's "eyes" on the ground to assist with landings during low visibility and unfavorable weather conditions.

We're not trying to give your place a bad name by chalking up our 150,000th GCA landing. Not at all. Neither do we mean to detract from your city's enviable weather reputation when we say that Barber's Point has one of the most active GCA units in the Navy.

If prospective tourists cock a skeptical eye at our noteworthy achievement and threaten to visit Florida instead, remain calm. Explain that our GCA unit is primarily used for training military pilots for the day they might really be caught in bad weather (in some other part of the world—naturally), and that the Navy's very pleased to have such an ideal location for training purposes (as are the Army and the Air Force, who also use the Navy's facilities).

Thus reassured, your now confirmed tourist might wish to know more about our unit. You could say we established it in 1953; and during its 12 years of operation we have averaged 34 GCA landings every day, seven days a week.

Ours is also the only one in the Hawaiian area, which makes it the only place on the island where military pilots can fulfill their requirements to complete a specified number of GCA landings every quarter.

Our boys who run the unit are topnotch. Using radar and other devices, they control approaching planes and talk the pilots down to safe landings. Their understanding of any emergency situation and their ability to cope with it immediately may mean the difference between life and death.

With an understanding of our story, your tourists can relax at Waikiki confident in the knowledge that we only *simulate* bad weather in Hawaii.

NMC Marine Sciences Division.

In addition to its operating schedule, the department is responsible for repair and maintenance of its equipment. It is equipped with a machine shop and facilities for shipfitting, carpentry, electric and electronic work. The unit's 11 boats are overhauled on a regular rotation basis.

One of the surface craft crews provides a 24-hour alert for any emergency that might arise on the inner sea test range, an area stretching from the California coast to San Nicolas Island.

Not bad for an air station.

Retiring Eleven Hashmarks

SID ZERAMBY, who's been real gone during most of his 45-year career, is now gone for real. The chief musician and his 11 hashmarks have retired.

Zeramby went out in style, with a luncheon attended by a horde of military and civilian dignitaries and Rear Admiral Howard A. Yeager as head speaker, followed by a boot camp recruit review in the chief's honor. During the ceremonies he received a SecNav commendation for his long and faithful devotion to duty.

Sid's bands have played for Bob Hope and President Harry Truman, among others.

His career began 14 May 1917 at Boston, Mass. He received his first training on the old USS *Constellation* at Newport, R. I. During World War I Zeramby served on numerous ships and stations, including Admiral William S. Sims' flagship USS *Dixie* at Queenstown, Ireland.

After that war, he tried civilian life for a few years, but returned to the Navy in 1922. During World War II he saw action in the Marshall Islands; Marianas; Hollandia, New Guinea; Iwo Jima; and Okinawa. He also participated in the Battle of the Philippine Sea, Battle of Formosa and invasions of Lingayen Gulf, Leyte, Mindoro and the Caroline Islands.

In August 1956, while representing the U. S. and NATO, he directed the band of Commander Allied Forces, Southern Europe at the music festival in Messina, Sicily, in which bands, singers and entertainers from all over Europe participated.

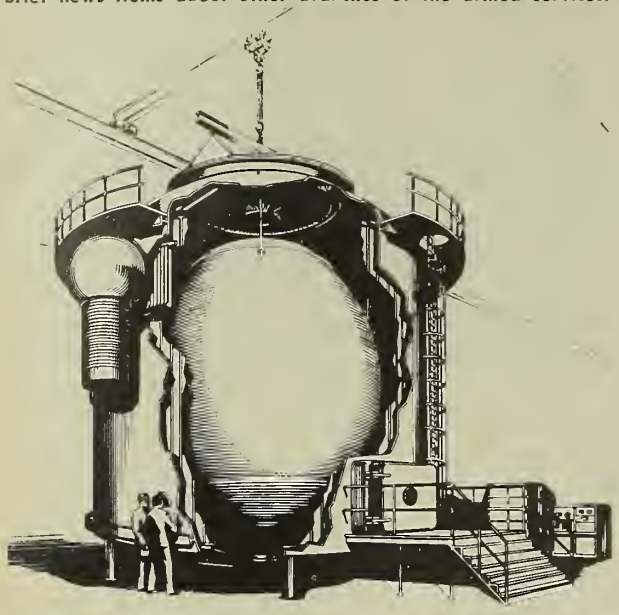
An accomplished composer, he has written several marches.

The chief has had hundreds of musicians, some of them personalities in their own right, working under his supervision during his career. During World War II many former members of bigtime bands played in his group.

Retired Navy Chief Musician Sid Zeramby now lives in Long Beach.

WHAT A WAY TO RETIRE—Dorman E. Lowry, PRC, saluted sideboys, then entered Fleet Reserve—from the air.

Brief news items about other branches of the armed services.



HIGH VACUUM test chamber now being built at Wright-Patterson AFB, Ohio, will be used to evaluate space gear. Simulated altitudes of up to 990,000 feet can be reached.

PATA OUGHT TO TAKE a tundra trip very well, according to first reports reaching the Army about its new prototype amphibian vehicle. The cross-country utility carrier—now under evaluation by the Army—can also travel over mud or open water, carrying 10 fully equipped combat troops or other payloads. And it rides on air.

PATA stands for Pneumatic All Terrain Amphibian, a name derived from the vehicle's air-filled rubber tracks, which operate along the same concept as a bulldozer's steel tracks. It has a one and one-quarter ton capacity, and it floats.

Maximum air pressure in the inflated tracks, or "cells" as they are called, is only one and one-half pounds per square inch (compared to 28-32 psi in a standard automobile tire). This affords the vehicle very low ground pressure and a consequent marked performance advantage over conventional vehicles.

The vehicle's relatively quiet operation and ability to traverse virtually any terrain might make it especially useful in reconnaissance or commando type combat operations, which require stealth, along difficult routes of approach and a possible fast getaway.

Because of its unusual characteristics, the Army hopes PATA will provide new ground mobility for combat troops. Lightweight construction throughout not only contributes to all-terrain performances but also permits PATA to be transported, fully loaded, by cargo plane or lifted by helicopter.

★ ★ ★

THE AIR FORCE CLAIMS one altitude and six speed records as a result of recent speed runs conducted by a YF-12A from Edwards Air Force Base, Calif., on 1 May.

Records claimed are:

- Speed over a straight course: 2062 mph.
- Altitude in horizontal flight: 80,000 feet.
- Speed over a closed circuit, any distance: 1688 mph.
- Speed over a 1000-kilometer course, closed circuit, without pay load: 1688 mph.
- Speed over a 1000-kilometer course, closed circuit, with 1000 kilograms pay load: 1688 mph.
- Speed over a 1000-kilometer course, closed circuit, with 2000 kilograms pay load: 1688 mph.
- Speed over a 500-kilometer course, closed circuit: 1642 mph.

★ ★ ★

IN ADDITION TO all the roaring, clanking and occassional squeaking of a bulldozer, another sound—a thud—may soon be part of its operation. The Army is studying a new theory (called impact assist) which may increase the efficiency of this earthmoving machine.

Instead of grinding away and spinning its tracks in an attempt to get a good bite in the conventional manner, the dozer with impact assist will move toward its target and force the blade into the ground with a good-sized push. This will, theoretically at least, allow the bulldozer to cut and move the soil a little faster.

Mathematically, the impact assist theory indicates that a 20,000-pound tractor could weigh 2600 pounds (13 per cent) less and still keep the same production rate. Or by keeping the same weight, it could increase its production approximately 15 per cent.

If the theory proves feasible, it could be applied to other types of earthmoving equipment, such as scrapers, shovels, graders and scoop-loaders.

★ ★ ★

WOMEN ARE BACK as members of the United States Coast Guard after an absence of 20 years. Members of the women's corps of the United States Coast Guard Reserve are called SPARS and during World War II, about 11,000 of them served their country by relieving men in shore assignments so they could fill billets at sea.

The present crop of SPARS consists of 21 young women whom the Coast Guard expects to form a nucleus of future Reserve strength. SPARS enlist for three years.

DEADLY STINGER—Army helicopter shows turret-mounted M-5 grenade launcher recently delivered for testing.

SURGICAL FACILITY in field is set up in shipping container used for U. S. Army MUST field hospital.

One year is spent on active duty while the remainder of their service is given to their hometown Reserve unit.

The 21 new SPARS took their boot training at Bainbridge, Md., and found it no pushover. Their studies included physical education, naval and Coast Guard history and organization, citizenship and personal appearance.

During their 10 weeks of training at Bainbridge, the new SPARS won the recruit flag for academic achievement and the award for the best drill company. The girls also composed their own Coast Guard song, and one recruit earned the American Spirit Honor Medal—the top honor at the center.

After taking their first leave, the new SPARS were assigned to the Coast Guard Training Station at Groton, Conn., where they will attend yeoman and storekeeper schools.

The Coast Guard plans to train one group annually.

★ ★ ★

THE GOLDEN KNIGHTS, an Army parachuting team, have set 60 world records in precision parachute jumping and raised the total number of U. S. records to 93. There are 128 parachuting categories, and the Golden Knights hold top scores in 90.

The records were set during a series of day and night jumps at Lincoln, Calif., this spring. All measurements and technical conditions during the record attempts were certified by a qualified international judge licensed by the Federation Aeronautique Internationale (FAI).

When FAI officially recognizes the Golden Knight scores, world record standings will be: U. S., 93; Soviet Union, 21; East Germany, 5; Czechoslovakia, 5; Bulgaria, 2; Rumania, 1.

Before the Golden Knights' jumps, the Soviet Union held 49 per cent of the records.

The target for all jumps was a small red disk approximately six inches in diameter, located in a one-meter square formed by four white panels. All the Golden Knights' latest records were for group jumps, and scores were based on average distances from the target.

Of the 128 possible world records, 64 are for daytime jumps and 64 for night. They are performed from altitudes of 600, 1000, 1500 and 2000 meters.

★ ★ ★

THE WORLD'S FIRST nuclear-powered lighthouse, situated in Chesapeake Bay, began its second year of operation this spring. The nuclear generator was installed on 20 May 1964 and was designed to operate unattended for 10 years in the Coast Guard's first nuclear-era lighthouse.

Conventional lighthouses performing similar functions are powered by batteries, which must be replaced once a year.

The Chesapeake Bay reactor was developed under the Atomic Energy Commission's SNAP (Systems for Nuclear Auxiliary Power) program and furnishes 60 watts of power. Including the shielding, it is about 35 inches high, 22 inches in diameter and weighs about 4600 pounds. It is fueled by 20 pounds of strontium titanate, which is a form of strontium 90.

Strontium fuel capsules are enclosed in a sealed heat accumulator block which is used to conduct the heat energy to the thermocouples. The block provides additional protection against release of the fuel.

As no moving parts are involved, the generator is not subject to mechanical failure. The heavy external shielding (depleted uranium) reduces external radiation to safe levels and contributes to the over-all ruggedness of the unit.

★ ★ ★

A TINY DEVICE which plugs into any Army radio and converts the dots and dashes of Morse code to English letters has been developed by the Army. The letters are then shown on a viewing screen from which the operator can copy the sequence of letters as they appear. The translator enables soldiers untrained in code operations to read messages sent by radio when voice communications are erratic or unintelligible.

The translator, which is about the size of a cigarette package and weighs less than one pound, is a major miniaturization achievement. It contains 350 diodes and 75 transistor circuits. The display panel which frames letters uses 17 tiny incandescent lamps and a power pack of four small re-chargeable nickel cadmium penlight batteries.

The translator will be particularly useful in jungle terrain because low continuous-wave frequencies on which Morse code is carried are better able to penetrate jungle foliage and cover more distance than voice radios.

COAST GUARD cutters *Point Ellis* and *Point Welcome* moor while awaiting transportation to duty in Vietnam.

LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

Exam Questions Are Fair

SIR: About two months before we took the February advancement-in-rating examination for the PH rating, we received several copies of an Exam Information Sheet which, the directions said, were to help us study for the exams to be given in February and August of this year.

The study assistance supposedly furnished a complete and up-to-date copy of the qualifications required for pay grades E-4 through E-7 and a copy of the current bibliography of source materials covering the qualifications. The exam questions were to be taken from material listed in the bibliography.

The bibliography section of the Exam Information Sheet listed NavPers 10375 as a study guide for Photographer's Mate 1 and C. We studied it, but apparently wasted our time because several questions on the E-7 exam were taken from NavPers 10375A which is a recent revision. A few questions concerning the EH-38A processing machine are covered only in the new revision.

We feel we have a legitimate gripe and would like an explanation of what happened.—J. C., PH1, USN; J. J., PH1, USN; G. Y., PH1, USN.

• *You apparently became so engrossed in studying some parts of NavPers 10375 that you missed the advice given in the "Quals Manual" and repeated in NavPers 10375 to the effect that all higher pay grades may be held responsible for the material contained in publications listed for the lower grades for that particular rating.*

Most of the questions you thought came from NavPers 10375A were actually taken from the NavWeps 10-1TB series of publications known as "Photographic Technical Bulletins," which were included in the PH bibliography listed on the Exam Information Sheet as being applicable to the examination for first class.

We can understand that you were probably pretty shook concerning the questions on the EH-38A processing machine. As you know, there were two items in the exam concerning the machine and both were, as you said, taken from NavPers 10375A.

Both the items were discovered during routine verification procedures on the day of the examination. They were, however, not taken into consideration when the examination was scored so your final multiple wasn't affected one way or the other by their presence in the exam.—ED.

Fractional Year Counts

SIR: According to your article on the Fleet Reserve (January issue), a man can serve 19 years and six months day for day and transfer to the FR as though he had completed a full 20. Does this also hold true for 25 and six? A raise is involved which would certainly help in the retainer pay.—J. W. F., HMCS, USN.

• *The Comptroller General's ruling (MS COMPGEN B-142920 of 18 Oct 1960) says that, when computing retainer pay, it is legal to credit a fractional year of six months or more as a full year. Therefore, the decision applies equally to a member who has served 25 years and six months.*—ED.

Specialty Pay

SIR: Is an enlisted man under instruction eligible for proficiency pay? As I understand BuPers Inst. 1430.12F, paragraph 6b, he is if his NEC code is authorized specialty pay and he is working in a billet that requires his particular skill. Does this also apply to a man who is under instruction for a period of, say, six to 16 weeks?—H. E., PN1, USN.

• *Had you read this same instruction a little further, you would have found the explanation in paragraph 9f.*

To answer your question: yes, it's possible. However, just as in nearly everything that involves money, it depends.

It goes without saying that a man must already be drawing specialty pay when he begins this training. If his specialty-to-be is not among those which are eligible for this pay, it will be revoked when he reports for training.

But if his new specialty is designated to receive specialty pay, he will continue to collect it during his tour of instruction. The amount he receives, however, may be the same or lower, but will not be higher.

This means that, while retraining for a new specialty, if his new skill pays a lesser amount than he had been receiving, he will receive the lower amount. But if his new specialty is designated to pay more, he won't get the higher amount until he reports to his new duty station and fills a billet that requires his new skill.—ED.

Warrant Officer Assignments

SIR: I have two questions about the Navy's revitalized Warrant Officer program, and I cannot find the answers in current directives.

First, will the personnel selected for the program know their ultimate duty station before they report to indoctrination at Newport, R. I.?

And second, upon assignment will the person's former enlisted rating be taken into consideration? For example, my present rate is chief postal clerk. Would I be assigned to duties involving postal work, or would my assignment be equivalent to a former yeoman or personnelman?—W. J. P., PCC, USN.

• *Whenever possible, the Bureau of Naval Personnel will issue "through" orders. This means the order will tell each selectee to report to the appropriate indoctrination school and, upon completion and commissioning, report to his ultimate duty station. Of course, through orders will not be possible in every case.*

When making the ultimate duty assignment, the Bureau does take your previous experience into consideration. However, in your case (also for JOs and HMs who are selected for Ship's Clerk) your initial assignment would be as a personnel or administration officer. The Navy wants you to be qualified in your officer specialty.

In subsequent assignments, however, you may fill a postal-type billet.—ED.

A Mere Youngster, Guadalupe

SIR: On page 26 of the April issue you asked for the names of ships 25 years or older to compete with USS *Platte* (AO 24) and *Cimarron* (AO 22). As a former crew-member, I would like to enter USS *Guadalupe* (AO 32) in the sweepstakes. She was commissioned either in 1939 or 1940.—G. H. T., JOC, USN.

• Guadalupe, *according to the historical reports we checked, doesn't quite have it made yet. She was completed as a merchant ship in June 1940, but wasn't commissioned in the Navy until 19 June 1941. So, if you're waiting for a piece of birthday cake, you may get hungry. Thanks for the entry, anyway.*—ED.

Question on Retainers Pay

SIR: A little problem with constructive time.

BuPers has authorized me to be transferred into the Fleet Reserve on 30 August 1965. I will have 19 years and 10 months' total service, including six months' constructive time.

I happened to talk to a YNCS in another ship about getting out, and he told me my retainer pay will be based on two and one-half percent of my basic pay times 19 years, because my six months' constructive time is not counted active service. He further stated constructive time is just to qualify a Navyman for transfer into the Fleet Reserve, but not counted in figuring retainer pay.

So I came back aboard ship and talked to the chief YN here about the situation. He said the YNCS was not reading his book correctly. And he contended my six months of constructive time is counted active service and I will be paid 20 years on retainer pay—unless I am an E-7, in which case it would be computed differently.

Who's right? If my retainer pay will be only for 19 years, I will extend for two months in order to complete 19 years and six months' active duty.—B. A. H., SD1, USN.

• *Neither is right. As indicated in "BuPers Manual," Art. C-13404, constructive time is counted as active service for the purpose of transferring to the Fleet Reserve. It should be noted that credit for constructive service (minority enlistment counted as four years of active service and enlistments terminated within three months of EAOS counted as completed enlistments) is applicable only in the determination of the multiplier factor for retainer pay computation and is not credited for basic pay purposes.*

As indicated in "BuPers Manual," Art. C-13404, a part of a year that is six months or more is counted as a whole year. Therefore, since you will have 19 years and six months of service (including constructive time when you transfer to the Fleet Reserve, your retainer pay will be based on 2½ x $338.40 x 20 years. The pay grade has no bearing on the manner in which retainer pay is figured; it merely increases it.—ED.

More on That Blast

SIR: In reference to your February article "This Could Be a Blast, Man," concerning the release of the new MK 46-0 torpedoes, USS *Sarsfield* (DD 837) would like to add additional facts to the history of the vast test and evaluation program on the Atlantic coast.

Evaluation began when the Key West test and evaluation group sent project officers to the new test site in the Caribbean. Months of work went into preparing the sound computer lab for tracing, plotting and recording each MK 46 shot fired in the test program.

Sarsfield began its evaluation in 1964. After about two months of work in the Caribbean, she returned to Key West for a short stay and then commenced shallow water testing off Key West.

After this, *Sarsfield* once again headed south to her Caribbean test site and began the last testing phase. USS *Forrest B. Royal* (DD 872) came along this time and completed some *Asroc* shots. During the trip, *Sarsfield* launched many shots, completing all but the final cold water launches.

To give credit to all who took part would be impossible. Other ships involved in the project were USS *Salinan* (ATF 161) and *Sea Torro*, a torpedo retriever from the Sixth Naval District, which transported and recovered all shots fired.—T. C. Fritz.

• *Another story behind the story, come to light through the courtesy of one of our readers, for which we are thankful. We agree that it is impossible to mete out all due credit, but we are happy to record Sarsfield's portion herewith.*—ED.

NOT READY TO RETIRE after 21 years of service, *USS Taussig* (DD 746) is tops in squadron. Ship is now undergoing overhaul to keep her battle ready.

OUTSTANDING—Benjamin R. Cooper, PN1, receives citation as ComThree Sailor of the Year from Rear Admiral Redfield Mason. Cooper won award for work at ComThree Headquarters and as an instructor at the district's Enlisted Classification Procedures School. Mrs. Cooper holds engraved silver cup presented to her husband by the New York City chapter of the Navy League of the United States.

SHIP'S SHOPPERS take advantage of supermarket approach to replenishing commonly used supplies at Norfolk Naval Supply Center's self-service Servmart.

Distance No Bar to Separation Pay

SIR: An E-4 with over four years' service is assigned to a ship on the East Coast. His wife resides in the Philippines and receives BAQ but she has never accompanied him to the United States.

While deployed from the ship's home port, eligible crew members were paid separation allowance (FSA-S) but it was denied the E-4 because his wife is located in the Philippines.

It is my opinion, after reading SecNav Inst. 7220.46A, that the E-4 is entitled to receive separation allowance during the time the ship is away from the home port in excess of 30 days.

Can you clarify?—F. N. B., YN1, USN.

• *According to the facts as you state them, it would appear that you are correct. The E-4 would be entitled to separation allowance even though his wife resides in the Philippines. This brings up a point which may cause confusion and possibly prevent other men from beng paid separation allowances under circumstances similar to those you mentioned.*

SecNav Inst. 7220.46A, paragraph 5b(1)(a), authorizes payment to be made if the Navyman "maintains a residence or household for his dependents which he likely would share with them as a common residence during periods of leave or such other times as his duty assignment might permit, whether or not it is located at the home port or station from which he proceeded to the assignment involved."

It is our guess that, in the case you mentioned, payment was denied on the grounds that the E-4 would not likely share his wife's residence in the Philippines "during periods of leave or such other times as his duty assignment might permit."

The pay and allowances experts in the Office of the Comptroller don't look at it that way, however. In this jet age, they say, there are few, if any, places in this world to which a Navyman on 30 days' leave could not travel. The distance angle would, therefore, not provide an impediment to payment of a separation allowance.

However, under the provisions of the SecNav Instruction, payment of the separation allowance should be denied to a man who, for example, is supporting his children who reside with their mother (the Navyman's divorced wife) who has, since the divorce, remarried.

Undoubtedly there are other similar circumstances which would bar the payment of a separation allowance. The regulation guards against a separation allowance payment being made in these unusual family situations rather than against distances separating a man from his dependents.—ED.

Aviation Midshipmen

SIR: In February's issue (Way Back When, page 57) you said, "Since March 1883 there has been no such rank as midshipmen in the Navy except as it refers to Naval Academy and NROTC students."

Sorry, but if that's the United States Navy you're talking about, I'm going to have to disillusion you.

Several hundred men, including myself, were appointed midshipmen in the Navy in 1948, when we began flight training at NAS Pensacola. Commonly referred to as aviation midshipmen, we spent two years in that rank. During the two years the majority completed flight training and reported for duty with Fleet squadrons as designated naval aviators.

In my case—fairly typical, I believe—I served as a naval aviator in Attack Squadron 115 for five months as a midshipman, USN. Over half the pilots in my squadron were midshipmen for several months and there was at least one in a sister outfit who flew several combat missions in Korea while still a midshipman.—Leo T. Profilet, LCDR, USN.

• *Good point. We completely forgot, among other things, the Holloway Plan.*

In August of 1946 the Holloway Plan was authorized, and men who qualified were sent to two years of college. After completing the two years they were sent to flight training, where they were appointed aviation midshipmen.

Midshipmen in this program remained midshipmen through two years of flight training and flight duty—which explains why midshipmen were flying in operational outfits.

The midshipman program lasted about one year, with the input into colleges being discontinued in August 1947.

During the same period the Secretary of the Navy was authorized by Title 10, U. S. Code 6906 to appoint aviation midshipmen from a number of other sources.

So, basically, you're correct. The only argument we can scrape up is our use of midshipmen, when under the Holloway plan the term was aviation midshipmen. We admit the distinction is pretty picayunish.—ED.

No Discrimination Against POs

SIR: During the past two months, I have noticed in our plan of the day that first term personnel can, upon reenlistment, have their choice of their next duty station.

I always thought that such incentives were offered to all reenlistees regardless of which hitch they were serving.

So what's the story? Does the Bureau of Personnel consider second and subsequent enlistees unworthy of special incentives?—E. W. S., RM2, USN.

• *Hardly. Though it may seem that way at first glance, the choice of duty option doesn't give first-term personnel any consideration over career personnel. You might say that, basically, this choice of duty incentive program makes available to the first termer what you have had all along—namely, Seavey/Shorvey. This means that, at every transfer, you have the same program which the first termer can only receive upon his reenlistment. That's a big difference.*

Since first-term personnel are virtually eliminated from Seavey/Shorvey, the Navy provides them with a duty assignment option at reenlistment time.

You may be interested to know that those first termers who sign up for their second hitch under this option do not receive any priority over Seavey/Shorvey personnel. In other words, a first-termer won't receive his choice of duty if a senior man on Seavey requests the same area, and there is only one billet open.

If you're still not clear on the subject, check the March issue of ALL HANDS *and BuPers Inst. 1306.73A. Between the two, all your questions should be answered.*—ED.

Chiefs in Uniform

SIR: Can chiefs wear civilian clothes on and off Navy ships? There are various ships around here that apparently have authorized their CPOs to wear civilian clothes. Are there any instructions that would give the Commanding Officer authority to permit this?—D. W. P., STC, USN.

• *If there is an instruction, we haven't heard about it. "Uniform Regs," 1959 (Art. 1140), says, in effect, that enlisted personnel are not permitted to have civilian clothing in their possession aboard ship. But they may have such clothing while stationed at a shore-type naval activity if the commanding officer specifically says they can.*

The Permanent Naval Uniform Board has considered the subject of authorizing chief petty officers to have civilian clothing aboard ship. However, the recommendation was that such authorization not be granted, since the Board felt that the smartly uniformed chief is a better guide to his subordinates ashore as well as aboard ship. It did not wish to reduce the effectiveness of this source of leadership for the convenience it might offer chief petty officers.

In addition, storage space aboard small combatant ships is at best barely adequate for the required CPO uniforms.—ED.

300 Miles Per Day

SIR: It appears to me that the government is trying to save money at the expense of servicemen's lives. I refer in particular to the new 300-mile minimum which you reported in the February issue of ALL HANDS.

It would be interesting if the persons responsible for this decision would drive from Key West, Fla., where I am stationed, to Miami (a distance of 449 miles) via the Overseas Highway with its two narrow lanes and some 47 bridges, as well as its average of 2000 tourist cars per day.

This section of the trip is only 150 miles, but it requires from four and one-half to five hours to negotiate. For the individual traveling under orders northward, this leaves a possibility of his having to travel an additional 299 miles in three or three and one-half hours, since the recent mileage change authorizes no additional travel time for any increments less than 150 miles. I don't think it is possible to drive 449 miles in eight hours leaving Key West and doing it safely and legally.

I doubt if there is any other single factor that could damage the Navy's Safe Driving Program faster than this new mileage policy as expressed in BuPers Notice 4600 of 30 Nov 1964, since this policy requires faster driving in less time without regard to the condition of the roads.—R. O. S., EM2, USN.

• *We haven't made the trip recently, but you probably have a point. As you may know, 250 miles as a basis of computing travel time by POV on a permanent change of station has been under study for several years, and the decision to raise the minimum mileage to 300 was based on statistics and Government Accounting Office reviews which indicated 250 miles was an unrealistic base. This conclusion was reached because of the progress made in state highway construction programs and the general improvements in automobile travel conditions.*

It was back in 1939 that 250 miles per day was adopted as a basis of minimum travel at a time when most roads in the United States were about the same as your two-lane highway. That was a quarter of a century ago, and the decision was that roads have improved in this period sufficiently to warrant the new mileage allowance.—ED.

Pro Pay Leading Chief

SIR: I have heard conflicting opinions on my eligibility for pro pay while acting as leading chief in my squadron. Is it true that an otherwise qualified E-8 loses his entitlement to pro pay upon being assigned duties as leading chief?—A. H. B., ATCS, USN.

• *Under the provisions of the proficiency pay program, as outlined in BuPers Inst. 1430.12F, all career petty officers whose military specialty is included on the list of those authorized to receive pro pay will receive the award provided:*

(a) They are recommended by their commanding officer; and

(b) They are considered qualified in that military specialty and are serving in a billet utilizing the skills of that military specialty.

There are also other provisions relating to obligated service. However, the commanding officer's judgment determines whether or not the reward will be made, and in your case, continued.—ED.

The World Can Be Your Destination

SIR: I am a naturalized citizen, and my home of record is in the Philippines. When I transfer to the Fleet Reserve, I plan to establish my residence there. But would I be entitled to ship my family and household effects to the Philippines at government expense?—R. M., SD2, USN.

• *Certainly. When you transfer to the Fleet Reserve, you are entitled to ship your household goods any place you choose to receive travel allowance —in other words, anywhere in the world.*

However, here's one point you shouldn't overlook: When you ship your goods to the Republic of the Philippines, you may have to pay a Philippines customs tax which, as you know, is quite high.

For more on this subject, your best bet would be to contact the shipping officer at the nearest household goods shipping activity. He'll have the answers to all your questions.—ED.

DEPENDENTS couldn't wait to greet *USS J. W. Thomason* (DD 760), above, and *Lofberg* (DD 759) after WestPac cruise. They were met in San Diego by ten boats carrying dependents, friends and a band, and given keys to city.

NAVY DIVERS use descending line during underwater training for *Sealab II*. Men will live in cylindrical tank off La Jolla, Calif., in 215 feet of water.

Hot on the High Line

SIR: We believe we have broken the Pacific Fleet record for transfer of ammunition at sea. Not long ago our ship, the destroyer USS *Ingersoll* (DD 652), pulled alongside the ammunition ship USS *Rainier* (AE 5) to take on 72 tons of ammunition. From the time our first line was shot over until the last line was away, it took us two hours and eight minutes to transfer the entire 72 tons. That gives us an exchange rate of 35 tons per hour.

As far as we have been able to determine, the old record was 28.9 tons per hour. Can you verify our new record?—H. W. S., LTJG, USN.

• *The only way to verify your claim is to let the Fleet examine it. Should it not be a record, you can rest assured that you will hear about it.*

Not to pick units or anything, we recomputed your exchange rate. We found that, instead of 35 tons per hour, you transferred the ammuntion at 33.75 tons per hour.

Nevertheless, it sounds like both ships deserve a tip of the white hat. Frankly, congratulations.—ED.

PLAINVIEW (AGEH-1), under construction, will use three hydrofoils.

Use of Welfare and Recreation Funds

SIR: A few relevant questions concerning the welfare and recreation fund are being disputed at this command. Perhaps ALL HANDS can help resolve them:

1. Is it legal to use welfare and rec funds, on behalf of the crew, as a donation to the United Fund in lieu of individual contributions?

2. When W&R funds are used to finance a ship's party or to purchase books for the ship's library, could a non-partygoer or someone who disapproves of the books *demand* his individual entitlement of monies on a pro rata basis?

3. Are any regulations in effect which authorize or prohibit certain uses of W&R funds?—R. L. G., HMC, USN.

• *If there is a dispute about the three questions you raise, Chief, we can resolve it quickly by saying that anyone who answers "yes" to your first two questions is wrong, as is anyone who answers "no" to your third question.*

As with nearly every question that arises concerning the expenditure of funds in the Navy, the answers can be found in the book—in this case, the "Special Services Manual" (NavPers 15869A).

Article 1241 of this publication states that recreation funds may not be expended for donations to or expenditures for any charitable or fraternal group or organization.

The primary purpose of recreation funds is to finance programs and services to meet the needs of Navymen and their dependents.

Unit recreation funds are established to assist the commanding officer to fulfill his responsibility for maintaining high morale in his command. They may be used for any purpose which the CO considers necessary and proper (subject to certain restrictions listed in Article 1241 of the "Special Services Manual") to provide an adequate, well-rounded morale and recreation program for all authorized personnel on an equitable basis.

But there is no provision whereby recreation funds can be divided and distributed to personnel in cash.—ED.

Several Corsairs; But All Good

SIR: As I was browsing through your April issue, I chanced upon an error that even I—an Air Force-type—recognized. In your article, "*Corsair II* Slated for Fleet" (page 41), you stated that the original *Corsair* was the F4U. 'Tain't so.

I was raised in the old submarine Navy (a misfortune, according to my Air Force cohorts) and also spent much time around flight lines at various naval bases back in the mid-30s. I distinctly recall a biplane observation craft called the *Corsair*. Since the years have dimmed my memory somewhat, I cannot recall the plane's numerical designation, but I'll bet my blue suit that you'll have letters from some irate old timers setting you straight.

All of us here at the Alaskan Command look forward to receiving your magazine each month. You do a fine job of passing the word on to the new Navy. —S. C. A., MSgt, USAF.

• *You're right, Sarge, but you're also wrong—officially anyway. There were several* Corsairs *before World War II, including the Navy's O2U and O3U (the planes we believe you are referring to).*

However, this name, in addition to nearly all other popular names of pre-WW II planes, was given by the manufacturer without the Navy's official approval. (The Navy, of course, didn't raise any objections, and you can find many official photographs which show the name Corsair *painted on the vertical tail fin.) Therefore, the F4U is officially the first Corsair, while the A7A is the second.*

The O2Us first came into naval service back in November 1926 and, in February 1930, the Navy accepted its 291st

and final O2U. However, this little one-engine tractor biplane remained in service until the late '30s.

It was quite a plane in its day. In April and May 1927, the O2U broke four world records for its class (a Class C seaplane).

Lieutenant G. R. Henderson broke the altitude record when he reached 22,178 feet above Washington, D. C., on 14 April, carrying a 500-kilogram (1102-pound) payload.

At Hampton Roads, Va., nine days later, LT S. W. Callaway flew 100 kilometers (62 miles) with a 500-kilogram load to break the world speed record for this size seaplane. He flew at 147 miles per hour.

On 30 April, LT J. D. Barner, also at Hampton Roads, broke the 500-kilometer record for the Class C seaplane with the same load as he flew along at 136 mph.

And on 21 May, LT R. Irvine broke the record for 1000 kilometers as he flew the distance at an average speed of 131 mph.

These records, of course, didn't last long—not the way naval aviation was growing.

In June 1930, the first O3U was accepted by the Navy, and the following month, the battleship USS *Nevada (BB 36) was the first operating unit to be equipped with this aircraft. Like its predecessor, the O3U was a single engine biplane easily converted into a seaplane.*

Although the Navy didn't accept any more O3Us after 1935, this plane remained in service through part of World War II. It proved to be quite useful for observation.

That's the story on the Corsairs. *While the F4U may not have been the original, it was officially the first.*—ED.

Depends On How Time Is Spent

SIR: I am an E-9 leaving the service with 25 years and six months of active duty. The way I read your article on transfer to the Fleet Reserve (January 1965) I should be entitled to 65 per cent of basic pay for an E-9 with over 26 years' service.

My disbursing officer disagrees. He says I am only entitled to 65 per cent of the basic pay for an E-9 with 22 years' service.

How about clarifying this retired pay situation for me?—W.P.P., SFCM, USN.

—W. P. P., SFCM, USN.

• *It depends. You neglected to say whether your 25 and six was actual day-for-day service or if constructive time was involved, and that is precisely the point upon which the entire problem rests.*

As you probably know, the formula for computing retainer pay is two and one-half per cent multiplied by years of active service multiplied by the basic pay for your rate and years served.

Constructive time may be counted for the second figure, years of active service, but not for the third figure—basic pay.

Consequently, if constructive time is included in your 25 years and six months for pay purposes *you have somewhat less than 25 and six for basic pay. And since the last longevity jump before the 26-year increase is 22, your retainer pay will be based on the pay for an E-9 with 22 years of service and not on 26 years.*

If, on the other hand, you have completed 25 years and six months of service creditable for basic pay at the time of your transfer to the Fleet Reserve, your contention is entirely correct. When retainer pay is computed your time will be rounded off to 26 years and your retainer pay will reflect the 26-year longevity jump.

For more dope check "Some Basic Facts on Constructive Pay" on page 47 of the January 1965 issue.

Incidentally, though your disbursing officer is undoubtedly a good man to consult, he's not the one to give you a definite yea or nay. Retainer pay is computed at the Navy Finance Center in Cleveland, Ohio.

Good luck and we hope the fishing is good.—ED.

A Cool Tour in Guam

SIR: Your article on living conditions in Guam in the April issue needs correction. It states that air-conditioner installation is usually made by the Navy's Public Works Center; that if there are no 220-volt outlets in a housing unit, an individual is entitled to have two such outlets installed at government expense; and that the cost for more than two such outlets must be defrayed by the individual.

Public Works on Guam gives no such service at government expense at the present time. To have two 220-volt outlets installed in government housing costs the Navy family occupying the unit $103.85. Even an extra 110-volt outlet installed costs $58.35 for the first one and an additional $35.95 for a second.

This information is not meant as criticism of Public Works policy, but is submitted in the interest of accuracy.—D. B. T., HM1, USN.

• *We have passed your information to the appropriate section of the Bureau of Naval Personnel so that a correction can be made to the summary of living conditions on Guam. Thanks for bringing us up to date on this matter.*—ED.

THE BULLETIN BOARD

No Need to Pay Federal Taxes for EM Pay Earned in Vietnam

IF YOU HAVE SERVED within Vietnam during any month or portion of a month in 1964 or 1965, your entire pay for that month (if you are an enlisted man or warrant officer W-1 through W-4) will be excluded from gross income for Federal income tax purposes.

Two hundred dollars of a commissioned officer's pay may also be excluded from his gross income for tax purposes.

The exclusion also applies to anyone who may have been hospitalized anywhere—even outside the combat zone—as a result of wounds, disease or injury he received while in the zone. His pay exclusion lasts until the end of the month he leaves the hospital, but not for any month during any part of which there are no combatant activities in a combat zone.

The combat zone is defined for tax purposes as beginning at a point on the east coast where Vietnam joins with China. From there, it goes southeastward to 21 degrees north and 108 degrees, 15 minutes east. From there, it moves southward to 18 degrees north and 108 degrees, 15 minutes east.

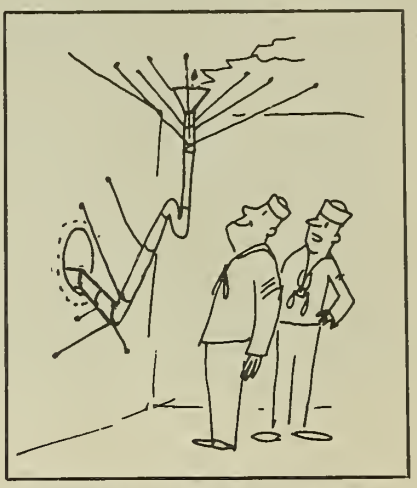
The line then moves southeastward to 17 degrees, 30 minutes north and 111 degrees east. Southward again to 11 degrees north and 111 degrees east.

From there, southwestward to seven degrees north, 105 degrees east. Thence westward to seven degrees north, 103 degrees east.

From there, the line turns northward to nine degrees 30 minutes north and 103 degrees east. From there, northeastward to 10 degrees 15 minutes north and 104 degrees, 27 minutes east.

Then the line proceeds northward to a point on the west coast of Vietnam at the juncture of Vietnam and Cambodia.

Reenlistment bonus and lump sum payments for accrued leave qualify for the exclusion even when a member is discharged and reenlisted outside the zone during the same month when he was entitled to the exclusion by reason of combat zone service or hospitalization. Travel allowances paid to enlisted men on discharge and savings deposit interest, however, cannot be excluded.



"Wouldn't it have been easier to fix the leak?"

Involuntary withholding of income tax from qualifying officer and enlisted pay stopped retroactive to 1 Jan 1965. It resumes, however, with the next month following the Navyman's departure from the combat zone or his release from hospitalization resulting from disability incurred in the combat zone.

Commanding officers of those men in the combat zone from 1 January to 30 April will advise the Disbursing Officer to halt withholding tax deductions. Any Navyman who wishes to do so can request that additional income tax be withheld from his pay in order to cover the nonexempt portion of his pay.

Officers are urged to authorize voluntary deductions covering the taxable portion of their pay above $200, and thereby avoid an unpleasant surprise at the end of the tax year.

The COs of qualifying Navymen who are no longer in the combat zone will also furnish the disbursing officer with a certificate stopping withholding deductions for men in their command. If proof is not available concerning a man's eligibility, the individual's sworn statement will suffice.

Servicemen in the combat zone or those who are hospitalized outside the United States as a result of injury incurred in the combat zone are excused from filing income tax returns until 180 days after their status ends.

Federal tax bills received during the postponement period may be returned with an explanation of the receiver's status.

Federal income and additional estate taxes do not apply if a Navyman dies while serving in the combat zone as the result of wounds, disease or injury incurred while serving in the combat zone during an induction period.

• VIETNAM VOLUNTEERS—The Bureau of Naval Personnel has been swamped with letters from volunteers requesting duty in Vietnam. Such a volume of mail has been received, in fact, that the Bureau is unable to acknowledge each letter, as originally intended.

Each volunteer may rest assured that his request will remain on file until such time as his services are required, or until the situation no longer dictates additional requirements in the Vietnam area.

Commanding officers are instructed by BuPers Notice 1130 of 1 Jun 1965 to ensure that an entry is made in each volunteer's service record to show that the individual volunteered for Vietnam duty. The entry should cite SecNav Notice 1130 of 9 Apr 1965 (Alnav 15).

Air-Ocean Environment School Is Launched at Lakehurst

A class C Air-Ocean Environment school for aerographer's mates has been established at the Naval Air Technical Training Unit, NAS Lakehurst, N.J. The school will train aerographer's mates in the techniques of processing and analyzing oceanographic data. Such training will sup-

port fleet introduction of the Anti-Submarine Warfare Environmental Prediction System (ASWEPS).

The first class convened on 29 March and its 12 members graduated in mid-May. They will work with ASWEPS teams in the Fleet which collect, evaluate and disseminate ASWEPS data to tactical commanders.

ASWEPS is being developed by the Navy's Oceanographic Office and will be operated by the Naval Weather Service.

The new school will include an introduction to physical oceanography, ASWEPS, fundamentals of acoustics and theory and operation of equipment.

Laboratory instruction will acquaint the student with data reduction methods, transmission codes, plotting models, preparation of environmental analysis and prediction of sea surface temperatures, layer depth, and wave height. Laboratory instruction will also cover the preparation of operational analysis and the prediction of conditions affecting the detection capability of sonar equipment.

New Retention Guide Ready For Career Counselors

THE NAVY CONTINUES to scrutinize its chain of career-inducing elements for weak links. Latest target for improvement: Career counseling techniques.

Re-stressing the now well-voiced conclusion that Navy readiness depends on the retention of well trained and well qualified career personnel, BuPers has published a new retention guide for use by career counselors.

The document charges all echelons of command with responsibility to meet this challenging problem effectively. But it also points out that, even while faced with a problem of such proportions, the Navy must reserve the privilege of reenlistment only for qualified individuals.

Recognizing that an organized approach to the retention problem is essential, the Navy intends to improve its present organization by placing more stress on personnel counseling at the local level and technical assistance to career counselors from higher echelons.

Retention/leadership development billets have already been established on Fleet and type commander staffs. Men assigned to these positions are responsible for:

- Maintaining close contact with subordinate commands to insure an effective retention effort is being made
- Monitoring enlisted retention efforts through reports, statistics, quality control, administrative inspections and briefings of key personnel
- Maintaining contact with appropriate enlisted personnel distribution offices and BuPers, to insure expeditious handling of matters relating to reenlistments and retention
- Being a focal point for information and materials relating to the subject.

In other commands, the assigned duties of officers filling leadership or career information billets are to be expanded. These duties will now include responsibility for enlisted retention matters, and the billets will hereafter be titled Retention/Leadership Development.

Also, an umbrella of trained enlisted counselors (with NEC XXXX/9589 or XXXX/9588) is to be opened widely over the Fleet. Each command must have at least one such specialist to help get the message across to individual Navymen. An additional senior career petty officer, trained in his mission, will be appointed as counselor in each shipboard division (or its administrative equivalent).

Further emphasis and inspiration is to be channeled through division officers, junior division officers and leading petty officers, who are all urged to assume their inherent responsibilities as Navy career counselors.

The new guide, along with a list of retention aids, is published as an enclosure to BuPers Inst. 1133.3F. All personnel concerned should consult it for further details.

HOW DID IT START

Little Green Algae—In Space Yet

Little green algae which multiply at a prodigious rate may be a future source of oxygen in space vehicles and nuclear submarines, according to the Naval Research Laboratory.

The use of algae for this purpose, of course, would eliminate the complicated machinery now used to produce fresh air in closed environments.

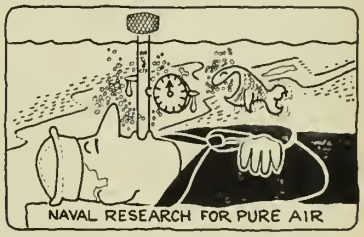
The algae used in the Reseorch Lab's experiments are known as the Sorokin strain of chlorella and were found in a Texas cow pond.

In keeping with the Texan propensity to do things in a big way, the algae double their growth in two hours—faster than any other known strain.

In a spacecraft or submarine, it is estimated that the algae would take about five hours to multiply an equal omount.

According to conclusions reached in NRL experiments, about 18 quarts of the algae culture would be required to supply all the oxygen needed by one man during one day. There are about 150 men an nuclear subs.

One of the greatest advantages of using algae to supply oxygen as compared to the machines now in use, an NRL scientist said, is that algae not only supply oxygen, but would remove carbon dioxide from a closed environment. They would also rid the air of objectionable odors.



There is only one major drawback. If the algae were used to provide oxygen in a submarine, a more efficient light source would have to be developed to make the algae do their best oxygen-wise.

Under laboratory conditians, light bulbs powerful enough to illuminate parking lots and football fields were used. Such bulbs would consume more power than is available in present-day submarines.

In spacecraft, however, the olgae could use the sun as a source of light.

When the algae are expended, the waste looks something like green ink.

Algae are edible, but it would take a hungry man to eat them.

Want to Find a Nice, Cool Spot? Try Antarctic Duty

THE NAVY is now accepting applications from volunteers for duty with Operation Deep Freeze. Here are the details.

Deadline for the applications is 15 September for deployment to Antarctica which will take place about September 1966. Those selected to winter-over will remain in Antarctica until November 1967.

Navymen who have duty with Operation Deep Freeze are eligible to receive the Antarctic Service Medal. Upon completion of wintering-over, the Navy makes every effort to assign its Antarctic veterans to the duty of their choice when consistent with the needs of the service if, when submitting duty preferences, personnel are eligible for the duty requested.

Here is a list of grades and officer designators which are required for the wintering-over party.

13XX CDR (Commanding Officer)

153X/13XX LT and below, with meteorological experience

13XX LCDR or LT, ground control approach experience

110X LT and below, communications experience

210X LCDR or LT including flight surgeon; previous surgical experience and prior active duty most desirable

220X LT

310X LCDR and below

410X LCDR and below

510X/570X LCDR and below

849X

798X

The following ratings are required for the wintering-over party: *ET/ETN, *RM, YN, PN, SK, DK, CS, SH, SH-3122, EM, IC, EN, DC, MR, SF, CE, CM, EA, EO, BU, SW, UT, CN, *AG, AB, AC, AT-1577, PH, *HM, DT.

*ET/ETN—in addition to general ET/ETN ratings, applicants from NEC ET-1533 are desired.

*RM—in addition to general RM ratings, applicants from NEC RM-2302 and RM-2342 are desired.

*AG—graduates of "B" School most desirable.

*HM—graduates of "B" School most desirable.

Officers and enlisted men selected for the wintering-over party will spend about one year in the Antarctic.

The following is a list of grades and designators of officers to be selected for duty with Air Development Squadron Six (VX-6). About 25 officers will be selected and three of these will be assigned to the wintering-over party:

13XX CDR and below, experience in C-121, C-117, CH-34, C-130 or C-47 types

132X LT and below, experienced aerial navigators

31XX LCDR and below

711X

741X

831X

680X LT/LTJG

685 LT/LTJG

A total of about 100 men in the following ratings will be assigned to VX-6—23 of whom will be selected to remain through the winter. The remainder will be retained in Air Development Squadron Six for a normal tour consisting of two full summer deployments with Operation Deep Freeze 67 and 68 (September 1966 through March 1967 and September 1967 through March 1968):

RM, CYN, YN, PN, SK, DK, CS, JO, SN, AD, ADJ, ADR, AT, ATR, ABH, ABF, AE, AM, AMS, AMH, AME, PR, AK, PH, AN, AZ, HM, DT, SD, TN.

Although the Navy prefers that the men going to Antarctica be volunteers, non-volunteers will be sent if there is an insufficient number of volunteers. Here are the qualifications for Antarctic service:

- Antarctic Support activities personnel must have 24 months of obligated service from December 1965, or sign an agreement to extend in order to have 24 months of obligated service before transferring from their present command.
- Naval Reservists and personnel who will be eligible for transfer to the Fleet Reserve must agree to remain on active duty for 24 months from December 1965 before they can be transferred from their present command.
- Air Development Squadron Six volunteers must have 24 months' obligated service from April 1966 or extend in order to have the necessary obligation. Naval Reservists and those eligible for transfer to the Fleet Reserve must also agree to remain on active duty for 24 months from April 1966.
- Everyone selected must have a clear record reflecting sound moral character and professional dedication. Any past, current, or pending domestic or indebtedness problems will be disqualifying.
- Applicants must be recommended by their commanding officer on the basis of performance, technical skill, resourcefulness, versatility and interest.
- Applicants must meet the physical standards for entrance into the naval service which are listed in Chapter 15 of the *Manual of the Medical Department*. There are modifications, however.

The object of the rigorous physical requirements is to obtain men who are both physically qualified and temperamentally adaptable to the conditions of Antarctic service.

- The records of candidates for Air Development Squadron Six in the ratings of RM, CYN, YN, AD, AT, AE, AM, AK, PH and AZ will be examined to determine whether there is evidence which would preclude a SECRET security clearance. A background investigation will be required if one has not been conducted under the provisions of OPNAV Inst. 5510.1B. Also, volunteers for VX-6 must not be on effective Seavey.

Applications will be forwarded by your commanding officer and reviewed by the Commander, U. S. Naval Support Force, Antarctica.

Those best qualified for Deep Freeze duty will be ordered by the Chief of Naval Personnel to the Naval Station, Washington, D. C.; Commander, Antarctic Support Activities, Davisville, R. I.; or to the Naval Receiving Station, San Francisco, Calif., for further screening and assignment.

Enlisted personnel found not qualified will be made available to the

"Is this your idea of a sidewalk cafe?"

Chief of Naval Personnel under the provisions of chapter 20 of the *Enlisted Transfer Manual.*

Officers will be ordered to the above stations on TAD for final screening. All officers will be returned to their permanent duty stations to await the results of the screening. Those selected will be ordered between early April and mid-May for three to five months of special training at Davisville or Quonset Point, R. I.

Personnel to replace those disqualified for Antarctic duty after training begins will be ordered between May and September 1966.

Full details concerning solicitation of volunteers for the U. S. Antarctic Program for 1966 and 1967 can be found in BuPers Notice 1300 of 28 May 1965.

List of New Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Dr. Terror's House of Horrors (2929) (WS) (C): Suspense Drama; Max Adrian, Ann Bell.

The Tomb of Ligeia (2930) (WS) (C); Mystery Drama; Vincent Price, Elizabeth Shepherd.

Woman Who Wouldn't Die (2931): Mystery Drama; Gary Merrill, Georgina Cookson.

The Truth About Spring (2932) (C): Comedy; Hayley Mills, John Mills.

The Awful Dr. Orlof (2933): Mystery Drama; Perla Cristal, Richard Valley.

"As a matter of fact, I thought you brought the boat hook."

Girl Happy (2934) (WS) (C): Musical Comedy; Elvis Presley.

The Pleasure Seekers (2935) (WS) (C): Comedy Drama; Ann Margret, Tony Franciosa.

My Blood Runs Cold (2936) (WS): Suspense Drama; Troy Donahue, Joey Heatherton.

Atragon (2937) (WS) (C); Melodrama; Japanese made.

Blood On The Arrow (2938) (C): Western; Dale Robertson, Martha Hyer.

Cleopatra (2939) (WS) (C): Drama; Elizabeth Taylor, Richard Burton.

Code 7, Victim 5 (2940) (WS) (C): Melodrama; Lex Barker, Ronald Fraser.

Clarence, The Cross-eyed Lion (2941) (C): Comedy; Marshall Thompson, Betsy Drake.

Young Cassidy (2942) (C): Drama; Rod Taylor, Maggie Smith.

How To Murder Your Wife (2943) (C): Comedy; Jack Lemmon, Virna Lisi.

Circus World (2944) (WS) (C): Drama; John Wayne, Claudia Cardinale.

The Curse Of The Mummy's Tomb (2945) (WS) (C): Melodrama; Terence Morgan, Jeanne Roland.

Sylvia (2946): Drama; Carroll Baker, George Maharis.

Of Human Bondage (2947): Drama; Kim Novak, Laurence Harvey.

Hush, Hush Sweet Charlotte (2948): Drama; Bette Davis, Olivia de Havilland.

No Charge for Flight Meals For EMs Rating General Mess

All Navy aviators and many enlisted aircrew members must now pay for flight meals. That's the substance of a new Instruction that went into effect this July.

For over 20 years, Navy aircrew personnel have been provided flight meals at no cost, but this practice has ceased. The new requirement brings the Navy in line with the other services, since Army and Air Force aircrew members, for many years, have had to pay for their flight meals. The change was ordered by the Secretary of Defense to insure uniformity.

Here's how much flight meals will cost:

All enlisted personnel receiving a money allowance for food, and all officer crew members not on per diem—$.40

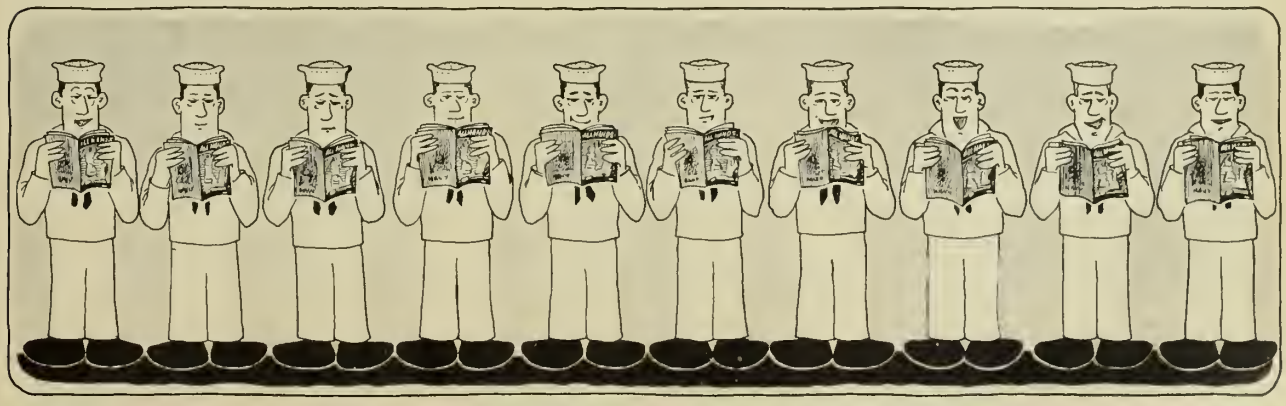
(Enlisted men who will be issued three flight meals in one day will not have to pay more than the value of commuted rations—$1.09 in the U. S. and $1.13 overseas.)

All officer crew members receiving per diem —$.85

All passengers (except enlisted men traveling under orders)—$.85

Enlisted personnel entitled to a general mess meal at no cost will continue to receive flight meals free of charge.

For more information, check BuSandA Inst. 7330.15.



IT'S TOO GOOD TO BE TRUE—Remember, there is only one copy of ALL HANDS for ten Navymen, so pass this on.

There's Always Room for You on Navy's Promotion Ladder

SHOULD YOU BE looking for a commission, you might do well to look into the Navy's promotion ladder for your pathway to officer country. The Navy offers four programs through which you can receive your commission without (in most cases) a college education. They are:

- Integration Program
- Warrant Officer Program
- Limited Duty Officer (LDO) Program
- Medical Service Corps (MSC) Program

These programs are essentially the same as those reported in the October 1964 issue of ALL HANDS. However, a recapitulation of the major points, together with any changes made since that time, may prove useful.

The LDO program is temporarily closed and will remain so until fiscal year 1969. When the selection process is resumed, LDOs will be appointed from the ranks of commissioned warrant officers in grades W-2 or W-3 who received their original appointment after calendar year 1964. Detailed information concerning this revised program will be published at a later date.

Here's a rundown on the opportunities available in the other programs and what each offers you.

Integration Program—Offers an appointment to commissioned status to outstanding young petty officers.

It's a small, select group that receive their commissions through this program. Those who make it compete throughout their careers with Regular Navy officers from all sources. Men selected for line appointments (1100) work toward command at sea. This means they can expect to perform general line duties afloat which will give them a well-rounded professional background. They will not continue within the specialty fields of their former ratings.

Warrant Officer Program—Provides senior petty officers with a path to officer status within their areas of specialization. Warrant specialists primarily work in close supervision over machinery and weapons and the enlisted personnel who maintain them, but they do not perform many generalized collateral duties.

There are two warrant officer programs: the Warrant Officer (Temporary) and the Warrant Officer (Permanent). All men are initially appointed to Warrant Officer, W-1 (Temporary), while women are appointed to Warrant Officer W-1 (Permanent). Men may apply for permanent appointment after three years' service as WO (Temporary).

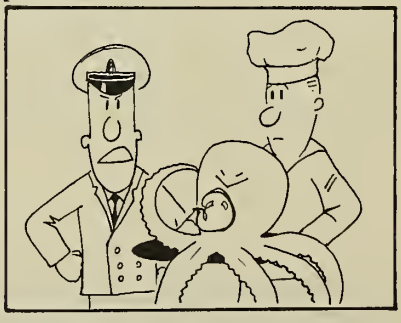
Medical Service Corps Program—Provides a path for advancement to officer status for qualified HMs and DTs. There is no path through warrant ranks for Medical or Dental enlisted men. Those selected through this program will be commissioned as ensign.

However, any HMs and DTs who want to be considered for the Warrant Officer program may apply in any area, other than medical and dental, in which they consider themselves qualified. But they should remember that they must compete with personnel who have had many years of practical experience within a specific technical field; therefore, HMs and DTs may find the competition even stiffer. Because of this, personnel in the medical ratings are encouraged to participate in the MSC program under the provisions of BuPers Inst. 1120.15(series).

THE WARRANT OFFICER program, of course, provides the greatest opportunity for active duty enlisted personnel seeking appointment to officer grades. You may be eligible for BOTH the Warrant and Integration programs at the same time. You can apply for both and thus increase your chances. But before you get your hopes up too high, check yourself against the following general eligibility requirements for both programs.

- Be a U. S. citizen.
- Be physically qualified for appointment to officer status in accordance with standards contained in the *Manual of the Medical Department*.
- Have no record of conviction by general, special or summary court-martial, nor conviction by civil court for any offense (other than minor traffic violations) for the two-year period preceding 1 July of the calendar year in which application is made.
- Women must meet the dependency requirements as set forth in *BuPers Manual*, Art. C-1102(2).
- You must not have applied in more than two officer designator codes in a given year.
- And you must be recommended by your commanding officer.

From here, eligibility requirements vary in the two programs.



"I don't care WHAT Captain Nemo served his crew!"

Warrant Officer Program

Source: Enlisted members of the Regular Navy serving as petty officer first class and above. PO1s must have served for at least one year in pay grade on 1 November of the year in which application is made. (Beginning in fiscal year 1968, applications for the Warrant Officer program will be closed to E-8/E-9 personnel.)

Age: Must be at least 23 years of age, but may not have reached their 39th birthday as of 1 July of the calendar year in which application is made. No waivers will be granted on this requirement. (It is expected that the maximum age requirement will be reduced to 29 beginning in fiscal year 1968.)

Service: Must have completed six years, but not more than 20 years, of active naval service (including time in the Marine Corps and Coast Guard when operating as part of the Navy) on 1 July of the calendar year in which application is made. Active duty for training in the Naval, Marine Corps or Coast Guard Reserve does not count. (Note: It is expected that the maximum service requirement will be reduced to 12 years beginning in fiscal year 1968.)

Applicants must be serving in the Regular Navy on the date of the written examination (Officer Selection Battery).

Education: Must be a high school graduate or possess the service-accepted equivalent.

All PO1s trying for the WO program must complete all performance tests, practical factors and training

courses for CPO and must compete in the August E-7 exam whether they are eligible for advancement to chief or not. However, they are not required to take the E-7 exam if they have already been authorized to be advanced to chief.

Integration Program

Source: Enlisted personnel serving in pay grade E-4 and above in the Regular Navy.

Age: Men must be at least 19 and under 25 years old as of 1 July of the calendar year in which application is made. Women must be at least 20 and under 25. Requests for waivers up to 30 years of age will be considsidered for women when recommended by the commanding officer, but no waivers for men will be considered.

Service: Must have at least three years of continuous active naval service computed from 1 July of the year in which application is made. (Under current provisions of law, broken service of 90 days or more is disqualifying, and Naval Reserve time cannot be counted.)

Education: Applicants must meet one of the following requirements:

(1) Have completed 30 semester hours at an accredited college or university, or have the service-accepted equivalent.

(2) Be a high school graduate (or possess the service-accepted equivalent) and have a GCT or ARI of 60 or above. (High school transcripts are required with application.)

(3) Civil Engineer candidates must have completed three years of college credits toward an engineering degree at an accredited engineering school.

If an applicant has been considered twice for the Integration Program, he is not eligible to make further application.

Providing you are still eligible, here's what you must do. (Both programs virtually require the same procedure for making application.)

Everyone, except PO1s competing for the WO program, will begin to prepare his application sometime around 1 August. It must be sent to the Bureau of Naval Personnel not later than 15 September.

It's a different story for first class trying for the WO program, however. You will not start on your application until the E-7 test results are received by your command. And you will apply only if you passed the chief's test; the others are, of course, eliminated. This application will be sent to the Bureau no later than 1 December.

Sometime during your processing, you will appear before a board of local officers. Needless to say, the board's opinion will carry a lot of weight at the Bureau.

On 15 November, if you're still in the running, you will take the Officer Selection Battery (OSB) test.

Once you have completed all the tests and your application and various other forms have been sent to the Bureau, you can take a well-earned breather. But, it may not last long. If you are selected as either a primary or alternate candidate, you will then take a physical examination. (If you are not selected, no physical will be necessary.)

Indoctrination, Appointment and Assignment

Integration Program: Men applicants selected under this program will be ordered to the Officer Candidate School at Newport, R. I., for 16 weeks of general line OC courses. Women will attend OCS(W) for eight weeks and, upon completion, be appointed in the unrestricted line or Staff Corps of the Regular Navy. Then they will attend an additional eight weeks of training at Newport.

Before anyone is commissioned, however, naval examining boards will review all academic records of those who completed the OCS course and determine if the applicants are mentally, morally and professionally qualified to perform as officers. Those selected will be appointed in the grade of ensign in the unrestricted line (1100), Supply Corps (3100) or Civil Engineer Corps (5100) in the Regular Navy, as deemed appropriate.

"I dunno, Chief; he was in there when we started the test."

Men selected for line commissions will be assigned to large or small combatant ships, large amphibious ships or submarines (if qualified). Or they may apply for flight training under the provisions of current instructions.

Supply Corps officers will be ordered to six months' training at the Navy Supply Corps School, Athens, Ga.

Civil Engineer Corps officers normally will be ordered to a civilian engineering school to finish their requirements for a bachelor's degree in engineering.

Women line officers will be ordered to an activity which has an appropriate allowance.

Warrant Officer Program: Temporary appointments under this program are limited to line, Supply Corps and Civil Engineer Corps for duty limited to technical fields which are generally indicated by the enlisted rating held. All applicants selected for appointment under this program will be ordered to the officer indoctrination course at Newport, R. I., or, for aviation categories, at Naval Air Station, Pensacola.

All selectees must agree not to apply for voluntary retirement or reversion to an enlisted rate before they complete three years' service as warrant officers.

Upon completion of the indoctrination course, selectees may expect orders to ships or activities where they will use their specialty.

Warrant officers appointed in the Civil Engineering Corps will be ordered to two months' training at U. S. Naval School, CEC Officer, Port Hueneme, Calif. As in the Integration Program, officers appointed in the Supply Corps, will be ordered to six months' training at the Navy Supply Corps School, Athens, Ga.

Whenever possible, in both the Integration and Warrant Officer Programs, the Chief of Naval Personnel will issue "through" orders. This means that orders will read to report to the appropriate indoctrination school and, upon completion and appointment, proceed to ultimate duty station.

For further details on any of the above programs, consult BuPers Inst. 1120.18K. You're on your way.

If You Want to Change To Another Rating Here's How It's Done

Navymen in crowded ratings may still change to less crowded ratings either through in-service training or through formal schooling provided they are in pay grades E-4 through E-6. Not only can they change, the Navy encourages those who meet the requirements to do so.

Those who change rating through formal schooling will do so through training received at the Class A school level.

To be eligible for this training, a Navyman must:

- Be a volunteer.
- Meet the obligated service, test score and security requirements for the Class A school he requests.
- Be serving in pay grades E-4 through E-6 and have less than 12 years of active service.
- Be recommended by his commanding officer.

Those in pay grades E-4 and E-5 who are ordered to school can change their rating in an equal pay grade after they satisfactorily complete their instruction. Those in pay grade E-6 won't have their rating changed, however, until after they have completed further in-service training. They must then take and pass an examination before they will be allowed to convert.

In-service training, which is normally on-the-job training supplemented by self-study courses and whatever organized instruction is available within the command, can also be used to effect a change in rating.

"Sure, this is part of the new Navy. All you have to do is plug it into the bucket."

The requirements for this type of conversion are that the applicant be a volunteer serving in pay grades E-4 through E-6 and have less than 14 years of active naval service. He must also be recommended by his commanding officer and there must be an authorized allowance for the rating he requests within the command.

When the applicant is considered fully qualified to change rating after receiving his in-service training, he will still have to pass an examination.

Navymen who change rating either through formal schooling or in-service training must complete the training courses and practical factors for the rating to which they convert.

The following factors will enter into a commanding officer's recommendation when applications for change of rating are submitted:

- The applicant should be aware of the advantages to him of the SCORE and the STAR programs.
- The comparative critical level of the individual's present rating and the desired rating, taking into consideration the on-board strength of the two ratings within the command as compared to the authorized manning level. Further, the commanding officer will take into consideration the "from which" and "to which" ratings listed in the SCORE program as well as the ratings authorized automatic advancement and ratings eligible for pro pay.

Consideration will also be given to the time and expense required in qualifying a man for the requested rating, and whether it is justified in view of the training he has received and the experience he has gained in his present rating.

The CO must also, of course, have a reasonable assurance that an applicant would be successful in the rating to which he requests a change.

Regardless of whether a man changes his rating through formal schooling or in-service training, he will be assigned a conversion trainee NEC by the Chief of Naval Personnel.

Full details concerning the program for adjusting the enlisted rating structure through schooling and in-service training can be found in BuPers Inst. 1440.18C.

Anyone With Memorabilia?

The Navy Department is seeking to build up its collection of naval memorabilia for displays in its large naval museum at the Washington, D.C., Navy Yard and exhibits elsewhere.

Among items sought are uniforms, uniform equipment and insignia of both officers and enlisted men for the full period of our naval history before 1900. When displayed, contributions will be identified with the name of the donor and all donations will be acknowledged with the warm appreciation of the Department.

Contributions should include any and all information known regarding the items such as original owner and period when used. Donations may be sent to the Curator for the Department of the Navy, Office of the Chief of Naval Operations (Op-09B9), Washington, D. C. 20350.

Be Sure to Exercise Your Voting Rights If You Live In One of These 13 States

Navymen from 13 states will have the opportunity to cast absentee ballots in regular and special elections during the next few months. States which have scheduled (or plan to schedule) elections include Alabama, California, Connecticut, Kentucky, Maine, Maryland, New Jersey, New Mexico, New York, Texas, Vermont, Virginia, and West Virginia.

ALABAMA—Citizens will vote on constitutional amendments on a date which is yet to be decided.

CALIFORNIA—Citizens will vote on reapportionment of state legislature on a date yet to be decided.

CONNECTICUT—The state will hold a referendum election on constitutional convention proposals and municipal elections on 14 Dec 1965.

KENTUCKY—Citizens will vote for the entire membership of the state house of representatives and half the membership of the Kentucky senate on 2 Nov 1965.

MAINE—Citizens will vote on bond issues and constitutional amendments on a date yet to be decided.

MARYLAND—Citizens will elect eight members of the U. S. House of Representatives on a date yet to be decided.

NEW JERSEY—Citizens will elect governor and local officeholders on 2 Nov 1965.

NEW MEXICO—Citizens will vote on eight constitutional amendments on 28 Sep 1965.

NEW YORK—Citizens will elect an associate judge to the State Court of Appeals, members of the senate and

assembly and local officials including mayors, local legislative bodies and judicial and other town officers. The election date, 1 Nov 1965, is subject to change.

TEXAS—Citizens will vote on a constitutional amendment concerning veterans' land bond and the reapportionment of state legislature on a date yet to be decided.

VERMONT—Citizens will vote on reapportionment of state legislature on a date yet to be decided.

VIRGINIA—Citizens will elect governor, lieutenant governor, attorney general and city constitutional officers on 2 Nov 1965.

WEST VIRGINIA—Citizens will elect members to constitutional convention on 9 Nov 1965.

If your state is included on the list, you should see your command's voting officer. Additional information concerning requirements may be found in *Voting Information* NavPers 15868E or ALL HANDS Bulletin Board articles published in April and September 1964. Such information, however, was published in conjunction with the 1964 state and federal elections and rules for some states may have been changed since that time.

If your state expects to schedule an election but has not yet decided upon a date, you should request further information from your voting officer or write to the address listed in NavPers 15868E under Applying for Absentee Ballot for your state.

Navy Divers Honored

Navy divers in general and six in particular were honored when Secretary of the Navy Paul H. Nitze presented awards (one posthumously) for heroism to divers who participated in two separate rescue attempts this year.

Two of the divers, Richard Garrahan, MR1, USN, and James R. Taylor, BM1, USN, were awarded the Navy and Marine Corps Medal for attempting to rescue two fellow divers from a flash fire in a decompression chamber at the U. S. Navy Experimental Diving Unit at Washington, D. C.

Kenneth W. Wallace, BMCS, USN, was awarded the Navy Commendation Medal for his direction of the rescue attempt and for bringing Garrahan and Taylor to safety after they had been overcome by the intense heat and smoke.

Navy commendation medals also were awarded to Albert P. Festag, LT, USN, and Thomas A. Jenkins, GM1, for heroic achievement in the rescue of four men trapped in a water-filled Arkansas cave.

A gold star, in lieu of a second Navy Commendation Medal, was awarded posthumously to Lyle E. Thomas, DCC, USN, for heroic achievement in the same rescue.

Three of the divers were from the U. S. Navy Experimental Diving Unit and three from the U. S. Navy Deep Sea Diving School both of which are at Washington, D. C.

In awarding the medals, Secretary Nitze praised all Navy divers for the knowledge they have of their jobs and the courage they exhibit in using their knowledge and training.

Can You Qualify As an Angel?

The Blue Angels will have openings for three replacement pilots at the close of their 1965 show season in November. Billets will be available for one demonstration member, a public information officer and a maintenance officer.

Applicants should be eligible for a two- or three-year shore duty rotation about the end of this year. The demonstration member and PIO applicants are required to have had at least one tour with a jet squadron. Maintenance officer applicants are required to have a multi-engine qualification and a maintenance background, but need not have served in a jet squadron.

Applications will be accepted throughout the year, since the selection of new members is normally made toward the end of the show season. A file is kept on all applicants, and those who have applied should keep the team informed of any change in status. Once selected, a candidate is ordered to the team for arrival in November or early December.

Formal application forms will be forwarded on request. Letters should be addressed to: Officer in Charge, Blue Angels, U. S. Naval Air Station, Pensacola, Fla.

NOW HERE'S THIS

A Piper's Dream Come True

Any ale braw bricht moon licht nicht thot *USS Bluegill* (SS 242) enters or leoves a Pocific port, Bonnie Scotlond gets o wee bit of o plug from one of its fond American Navy admirers of bogpipe music.

Standing on the sub's bow, kilt-clod LT Norman M. Smith, *USN* (complete with dirk, sporran ond brogues), sends pipe music skirling across the water to announce his ship's deporture or orrival.

LT Smith's fomily tree, os might be expected, bronches over from the land of heother ond lochs. His ceremoniol ottire was possed on to him by his grandfather from Edinburgh.

The bagpipes were a *U. S.* ocquisition, purchased in Son Froncisco o few yeors ogo. Following lessons from o former Royol Conodion Army pipe mojor, LT Smith porticipoted in severol Scottish Highlond ceremonies in Conodo, Californio ond the Philippines.

As o ceremoniol device, LT Smith's bogpipes hove procticol opplicotions for submorines, where spoce is so limited. Whot other single instrument, so compoct, con provide such on appropriate sustained crescendo to proclaim the comings and goings of the Silent Service?

Also, though there's not much room to go rooming in the glooming on o submorine's deck, LT Smith moy ot leost hove found the ideol object of o neophyte bogpiper's greotest quest—a place to proctice owoy from other onnoyonces (such os neighbors bonging on the walls).

Here's the Way It Will Be When You Pull Duty in D. C:

AMONG MANY OTHER THINGS, Washington, D. C. is just about the ultimate in the tourist industry. Every year, hundreds of thousands of visitors flock to the city to view the monuments, the parks, and their government in action. There's something about the place that gives the most hardened sightseer a genuine thrill.

It would be difficult to estimate how much money is spent annually for this purpose. Here again, however, Navymen have something of an advantage.

Sooner or later, a very large percentage of Navymen and their families manage to pull orders for Washington. This provides them an opportunity to experience firsthand the goal of most American tourists, at comparatively little expense.

Washington, however, is not the cheapest place to live. By the same token, it is not the most expensive. A great many Navy families like it; some do not.

It is significant that the Washington-Virginia-Maryland area is the second most popular location chosen as a place of residence by military retirees, according to one recent survey. Another survey puts it in third place, preceded only by California and Florida.

Besides being the fount of most Navy activities, Washington is the center of our federal government. It gets very hot in the summer; the rest of the year it has rather good weather. It combines some of the attributes (and disadvantages) of a big city, along with those of a small town, provided by its many suburbs.

Here is a report of Washington as a Navy duty station.

Barracks—If you expect to be assigned to a barracks, you may be located in one of several locations. Most naval personnel in the metropolitan area are billeted on the Naval Station proper or one of its annexes. Those who work in the Pentagon, Bureau of Naval Personnel, Main Navy or Security Station are berthed at Arlington barracks. Naval Station and Photographic Center people are berthed aboard the Naval Station, while the Navy Yard personnel are berthed aboard that annex. Those attached to the smaller support activities on other service bases are generally berthed aboard those bases.

Household Effects—All household effects for naval personnel in the D. C. area are handled through the Household Goods Field Office located in the Washington Navy Yard in Building 40. Since each individual case is different, contact this office for your particular requirements.

Housing Information

The Commandant, Naval District Washington, administers 601 housing units for assignment to Navy and Marine Corps personnel on duty in the Washington area. The project is located adjacent to Bolling Air Force Base. All units are unfurnished except for electric range, refrigerator, space and water heater.

Rental rates are as follows:

One-bedroom	$68.10
Two-bedroom	84.50
Three-bedroom	94.80

You must have at least six months remaining on present tour before assignment will be made. The maximum period of occupancy is 42 months. You may not reapply for housing for one year from the date of vacating and those owning residential property in the Washington area are ineligible for Bellevue Housing.

Eligibility criteria for size of housing are as follows:

One-bedroom—Husbond ond wife, or with one child under oge five.

Two-bedroom—Husbond and wife with three children oll under oge five; oll other families not covered under three-bedroom.

Three-bedroom—Husbond and wife with two children of different sex both over age five; three children, one or more over oge five; four or more children of any oge.

You may submit a letter request to the Housing Officer (Code 26), Headquarters, NDW, Washington, D. C., upon receipt of orders. A copy of the transfer order must be attached to the request. Upon actually reporting to the Washington area, report in person to the Naval Housing Officer, Building 200, 2nd deck, Headquarters, NDW, to complete the application form and verify qualifying data for housing.

Upon initial application by letter or in person, families are placed on the housing list for the unit for which they are expected to be eligible when housing is available. Position on the housing list is determined by date of receipt of application. If a change in dependents requires a switch to another list, you will be placed on the new list as of the date of initial application.

The waiting period for each type of unit will vary seasonally, but the normal time is as follows:

One-bedroom	4 to 6 months
Two-bedroom	6 to 8 months
Three-bedroom	10 to 12 months

The Joint Armed Forces Housing Office, located in Room 1A884 of the Pentagon Building, offers assistance to military and civilian personnel of the Department of Defense in securing adequate living accommodations in the Washington area. There are branch offices located at Bolling Air Force Base and at the Main Navy Building. Another housing information office is the Family Service Center located at Andrews AFB.

The offices do not supply listings by mail. Listings change daily, and in most cases wouldn't be current on arrival. The housing situation is not critical at the present; however, the price of all types of housing is high. Surveys indicate that a period of one to four weeks is required to locate suitable housing for permanent residence, so it is generally recommended that servicemen not bring their families until obtaining housing.

The following prices reflect prevailing monthly rental rates on housing in this area. In permanent type housing of any kind, the one year renewable lease is prevalent. A protective clause covering permanent change of station is to be found in many cases.

	Unfurnished	Furnished
Three- ond four-bedroom houses	$125 to 200	$135 to 250
Two-bedroom houses	100 to 150	120 to 150
	Unfurnished	**Furnished**
Three-bedroom oportments	$106 to 150	$175 to 225
Two-bedroom opartments	100 to 135	120 to 160
One-bedroom oportments	90 to 125	100 to 135

Apartment rentals usually include utilities, while house rents do not. It can also be assumed that apartments and houses contain kitchen ranges, refrigerators and lighting fixtures.

For the single officer there are a great many bachelor officers' quarters in and around the Washington area.

Family Service Center, Andrews—The Family Service Center at An-

drews Air Force Base will lighten the arrival worries and furnish the following services to you and your family:

- Emergency household items which you may borrow until your household goods arrive.
- Listings of off-base housing.
- Emergency transportation, baby-siting, and other personal needs.

The center has a children's playroom where the small fry can amuse themselves while parents study the off-base housing. When you are ready to start looking, children can be left at the base nursery which is nearby.

Checks—It is fairly easy to cash checks aboard military installations in Washington; most will have special facilities to cash pay checks on payday. Most exchanges will cash personal checks for small amounts and accept checks in lieu of cash for the merchandise. However, if you have a large check, it is best to go to a large exchange where a cashier is available. Be sure to have an identification card when you go, however.

Legal Assistance—Legal assistance officers have offices at various stations throughout the Washington metropolitan area. These officers are ready to advise personnel concerning legal problems. Although they are not allowed, as a matter of Navy policy, to appear in court for military personnel, either in person or by pleadings, there are many areas in which advice and counsel can and should be requested.

Legal assistance officers are available at the following locations:

- Office of the Judge Advocate General, Room 2-C-330, Pentagon Building, Washington, D. C.—Code 11, Ext. 73691.
- U. S. Naval Security Station, Room 43103, Washington, D. C.—Code 11, Ext. 60297.
- U. S. Naval Station, Building 92, Washington, D. C.—Code 11, Ext. 82017.
- Naval District Washington, Washington Navy Yard—Naval Station, Building 200, Washington, D. C. —Code 11, Ext. 82374.
- U. S. Naval Hospital, National Naval Medical Center, Building No. 2, Bethesda, Md.—Code 1223, Ext. 482.
- Naval Air Facility, Andrews, Building 3198, Andrews Air Force Base, Md.

Medical Care—Except in an emergency, medical care of dependents is, in general, limited to: Diagnosis, treatment of acute medical conditions, treatment of contagious diseases, immunization, maternity and infant care, and treatment authorized by the Surgeon General of a uniformed service.

Dependents may request medical care in a medical facility of the sponsor's own uniformed service or at the medical facility of the uniformed service serving the area in which they reside. Telephone numbers and locations of uniformed services facilities providing medical service in each geographical area are listed below:

Army

Walter Reed General Hospital
Washington, D. C.
RA 3-1000 (Code 198, Ext. 2244)
U. S. Army Dispensory, Fort Myer
524-1900 (Code 193, Ext. 3285 or 4195)
DeWitt Army Hospital
Fort Belvoir
SO 5-7700 or ED 9-5500 (Code 192, Ext. 21267)
U. S. Army Dispensory
Comeron Station
OX 8-1545 or OX 8-1546 (Code 11)

Navy

Bethesda Naval Hospital
Bethesda, Md.
654-2500 (Code 1223, Ext. 893)
U. S. Navy Dispensory
Main Navy Building
Washington, D. C.
OX 6-3251 (Code 11, Ext. 63251)

Air Force

USAF Hospital
Andrews Air Force Base
Camp Springs, Md.
9B1 (Code 185, Ext. 4241 or 8216)

U. S. Public Health Service

PHS Outpatient Clinic
Fourth and C Streets, S.W.
Washington, D. C.
WO 3-6328 (Code 13, Ext. 36328)

PHS outpatient clinic hours are limited to 0830 to 1700 Monday through Friday (except holidays). At other times appointments should be made at the nearest uniformed services medical facility.

The Navy Officers' Wives Club is for all Navy officers' wives. The ladies are active in many charitable and special events in the Washington area. Each newcomer receives one complimentary copy of the *NOW News* which contains information on joining. Also, all newcomers receive membership cards in the mail. Since there are no meetings during the summer, Newcomers' Coffee Call is the first event of the year. Membership dues in the culb are $4.00 per year.

The Navy Relief Society is the Navy's own organization established to help Navy and Marine Corps personnel, active or retired, and their dependents in time of need. It is also a primary responsibility of the Society to provide aid to the next of kin who were dependent on the serviceman at the time of his death.

Financial assistance is available in the form of a loan without interest, an outright gift, or a combination of the two, depending on the circumstances in a given case. This is one of the Society's biggest services.

Many services other than financial are available. Navy Relief workers are available for budget counseling, have knowledge of the services of other organizations, and can secure information for applicants about Navy problems.

Layettes are available on the basis of need for families of servicemen. Two Navy Relief thrift shops are located in this area, where servicemen may purchase, at nominal prices, household articles and clothing. Two visiting nurses are employed by the Auxiliary to visit the homes of families where there are new babies or medical problems.

The auxiliary offices are aboard the Washington Navy Yard, Building 172. Branch offices are at Naval Air Station, Patuxent River, Md.; Naval Weapons Laboratory, Dahlgren, Va.; Naval Communications Station, Cheltenham, Md.; and the Naval Propellant Plant, Indian Head, Md. Two thrift shops are within easy reach of most of NDW. One is located at the Washington Navy Yard and the other at NAS Patuxent River, Md.

Armed Forces Hostess Association—The Armed Forces Hostess Association is a large group of officers' wives from all branches of the armed services who give service and information to military personnel and their families upon their arrival in Washington.

Extensive local information files maintained by the hostesses include information on: Discount buying; furniture refinishing and repair; dentists for children; babysitters and mothers' helpers; public, private and parochial schools; day camps and family camps and temporary hous-

ing (motels, hotels, rooms) for individuals or families.

Moreover, the Armed Forces Hostess Association spends much time and energy in compiling up-to-date and complete information on living conditions and facilities at all military installations in the United States and overseas. The Association will attempt to answer any questions or solve any problems submitted to them by any military personnel or their dependents.

Automobile Stickers—Whether you are active, retired, or civilian, automobile stickers are required for admittance to all the military bases in the area. One sticker is good for all bases whether Army, Navy, or Air Force. Requirements are proof of ownership, and liability insurance ($10,000 bodily injury, $20,000 liability and $5,000 property damage). Stickers are good for one year.

Travelers' Information—The Volunteer Information Service Center located in Andrews Air Terminal provides up-to-date information on bus, rail, and air travel, including timetables, hotel and motel accommodations, recreation, Traveler's Aid, and Red Cross information. It also expedites travel for persons on emergency orders, and provides maps of the local area and general information.

Transportation—Washington has the greatest number of automobiles per capita of any city in the United States. Large numbers of "foreign license" cars, owned by Maryland and Virginia suburbanites who work in the District and untold numbers of tourists aggravate the situation. With the congestion of streets in the business and government area in downtown Washington, finding a parking place is a problem which detracts considerably from the pleasure and convenience of private motor transportation.

However, a fringe parking area where a motorist may park free and then ride on local buses to the downtown area has been established. In addition, there are large numbers of parking garages and lots which, however, may be crowded on Saturdays or during the rush hours of the day and where the rates may appear high.

Due to the concentration of nearly all traffic into two short periods in the morning and evenings when government offices open and close, parking is forbidden on many streets from 7:30 to 9:30 in the morning and from 4:30 to 6:30 in the evening. In addition, many streets running out of town are only one way at the time of peak congestion. Many arteries from Maryland into Washington are marked one-way downtown in the morning and one-way uptown in the evening. Because of the traffic tie-up, working hours of most bases are set up to miss the congestion.

Excellent government transportation connects the various Department of Defense installations in the Washington area. Military bus service is available between the Pentagon, Navy Annex, Yards and Docks, Main Navy, and the Capitol. Other facilities of the official government transportation system provide service to most military installations in the District.

Athletics—The Navy in the Washington area is quite active in sports. With most commands located around metropolitan Washington, this area is the focal point for a wide and varied athletic program. Almost any sport is available at one of the military activities and team competition is usually widespread and energetic. NDW has sent several teams to the all-Navy championships and encourages team participation. Full information on sports activities at your command may be obtained from your Special Services Officer.

Sailboating—The Washington Naval Station has established a sailing association for all personnel of the Armed Forces. Its aim is to encourage recreational and competitive sailing in the Navy, to provide opportunities for the members to take part in all types of sailing, and to furnish them with advice and information. Facilities to moor sailboats are being built along the Naval Station river front. In addition the station has four boats for general use by those who are qualified to operate a sailboat.

Other military installations around the area have boating facilities. For information, see the index or contact the representative Special Services Office.

Tours—Tours to almost any site worth visiting are frequently arranged by the Special Services Office. The tours are usually free and, in most cases, uniform is required. The tour dates and destinations are published well ahead of time and generally take place during the working day, so special liberty is required.

Commercial bus tours are in abundance, especially during the summer months, and offer trips ranging from three hours to two days, and in price from $5.00 to $20.00.

Educational Opportunities—The United States Armed Forces Institute (USAFI) offers correspondence courses to active duty personnel at both high school and college levels. In addition, USAFI has correspondence courses in vocational and technical training. The application fee for USAFI courses is $5.00 for the initial course. There is no additional fee for more courses provided all correspondence courses that are taken out are satisfactorily completed. Several colleges and universities cooperate with USAFI in offering correspondence courses directly from the college or university.

USAFI also has available General Educational Development (GED) tests in both high school and first year college levels. If you successfully complete these tests you will be given a certificate equal to a high school diploma or thirty semester hours of college work.

Most of the colleges and universities in the Washington area have night classes available for anyone wishing to attend them. George Washington University and the University of Maryland have facilities for night classes in the Pentagon. The University of Maryland also has facilities for night classes at Bolling Air Force Base. The Navy will pay 75 per cent or $14.25 per semester hour (whichever is less), of your tuition fee if you attend classes at any accredited college or university. Contact your education and training officer for info on requirements.

Flights—Hops to almost anywhere in the U.S. are available to servicemen. The hop centers are Andrews Air Force Base and the Patuxent Naval Air Station. A phone call to the Operations Officer will ascertain the schedule and availability of flights.

These flights often have room for a spare passenger, but plan ahead. Be sure to take transportation money in case you get "bumped," and be especially sure to bring that extra money during the holiday leave period. Remember, do not rely on hops only. The only requirements are leave papers and travel in uniform. In event of emergency leave, you can be assured that every effort will be made to help you along your way.

DECORATIONS & CITATIONS

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ JOHNSON, ROY L., Vice Admiral, USN, as Commander Seventh Fleet from 15 Jun 1964 to 1 Mar 1965. During this period of ever-increasing tension in Southeast Asia, forces of the Seventh Fleet maintained constant vigilance and continued readiness for instant response at a sustained tempo of operations heretofore unknown to a peacetime world. The decision of the U. S. to respond to the attack on U. S. Navy ships in the Gulf of Tonkin on 5 Aug 1964 was translated into a swift and appropriate action by the ever-ready forces under VADM Johnson's command. The combat air strikes were carried out in an exemplary manner, clearly indicative of a high state of professional skill. Subsequent air operations have similarly been conducted in an unsurpassed fashion.

★ LEE, FITZHUGH, Vice Admiral, USN, as Chief of Naval Air Training from October 1961 to June 1964. VADM Lee conceived and introduced many programs to his command which were instrumental in reducing the percentage of training failures, lowering over-all training costs due to improved selection and evaluation procedures, reducing accident rates and improving the quality of officer candidates. During this period, he obtained the support of both military and civilian groups essential to the continued enhancement of technical recruiting programs throughout his command. His personal concern and attention in the recall, deployment and final release of Reserve units incident to the Berlin crisis were evident in all phases of training, organization and tactical assignment of these personnel. The favorable reaction by Reservists to his handling of their problems was exemplified by the high percentages who elected to affiliate in a drill status after discharge.

★ WARD, ALFRED G., Admiral, USN, as Deputy Chief of Naval Operations (Plans and Policy) from August 1963 to July 1964 and as Deputy Chief of Naval Operations (Fleet Operations and Readiness) from July 1964 to March 1965. ADM Ward participated directly in the formation of strategic concepts and plans for the defense of the United States, and in the establishment of security policy designed to strengthen and preserve peace throughout the world. He also made major contributions to the preparation of basing agreement negotiations for *Polaris* submarines at Holy Loch, Scotland, and Rota, Spain.

"For conspicuous gallantry and intrepidity in action . . ."

★ BALLINGER, ROBERT M., Lieutenant, USN, for action against enemy aggressor forces on the morning of 23 Sep 1964 while serving as advisor to the 21st River Assault Group, Vietnamese Navy. When the boats of the assault group to which he was assigned were subjected to intense automatic weapons and recoilless rifle fire from a Viet Cong force hidden along both sides of the Ben Tre River in Kien Hoa Province, LT Ballinger promptly and skillfully manned and operated an 81mm mortar, delivering accurate and devastating fire on the enemy positions. Following his example, the assault group brought all their fire to bear on the Viet Cong and succeeded in routing the attackers and inflicting numerous casualties.

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ BIERI, BERNHARD H., JR., Rear Admiral, SC, USN, while serving as Vice Chief of Naval Material and, later, as the first Deputy Chief of Naval Material (Material and Facilities) from December 1962 to March 1965. His abilities were essential in maintaining the full effectiveness of the Office of Naval Material's current operations while he contributed to the implementation of basic changes in the functions, organization and staffing in that office. He also rendered invaluable service to the Department of the Navy and assistance to the Assistant Secretary of the Navy (Installations and Logistics) in achieving a responsive organization that provided continued support to the Department while the organizational change was taking place.

★ BUIE, PAUL D., Rear Admiral, USN, from April 1963 to January 1965 as

MOST DECORATED Navy officer in Vietnam action is Lieutenant Commander R. M. Ballinger, shown here receiving his latest award, the Bronze Star Medal. He has also received the Silver Star from the U. S. and the first and third awards of the Vietnamese Cross of Gallantry ever given to American naval officers. Ballinger is now Executive Officer of USS Procyon.

Commander, Iceland Defense Force; Commander Barrier Force, Atlantic; Island Commander, Iceland; and Commander Fleet Air Wings, North Atlantic. Promoting an atmosphere of mutual support and acceptance between United States Forces in Iceland and the Government of Iceland, he achieved a major breakthrough in relaxation of restrictions on U. S. Department of Defense personnel stationed there. He improved the coordination and understanding between NATO commands in this strategically vital area of Free World defense.

★ CLAREY, BERNARD A., Vice Admiral, USN, as Commander Submarine Force, U. S. Pacific Fleet, during the period 26 Jul 1962 to 3 Jun 1964. VADM Clarey directly supervised the preparation and implementation of plans for development of ASW capabilities of the submarines of the U. S. Pacific Fleet and supervised plans for their employment with air and surface ASW forces in coordinated intertype tactics, doctrines and procedures appropriate for use in time of war.

★ COLESTOCK, EDWARD E., Rear Admiral, USN, as Chief, U. S. Naval Mission to Brazil; Chief, Navy Section, Military Assistance Advisory Group Brazil; and Senior U. S. Naval Representative to the Joint Brazil-United States Military Commission, from 4 Jan 1963 to 20 Apr 1965. In these positions, RADM Colestock helped further the interests of the mutual security of the United States and Brazil, providing guidance on all phases of the Military Assistance Program and rendering valuable service to the Brazilian Navy through discussion and exchange of ideas. He has contributed toward advancing the capability of the Brazilian Navy in defense interests common to both Brazil and the U. S.

★ COUSINS, RALPH W., Rear Admiral, USN, as Military Assistant to the Deputy Secretary of Defense from 4 Sep 1963 to 15 Apr 1965. His extensive knowledge of naval affairs, particular understanding of nuclear matters, familiarity with many critical and highly classified defense programs and comprehension of the broad range of the defense effort were of great assistance to the Department of Defense.

★ EVANS, WILLIAM A., Rear Admiral, SC, USN, as Fleet and Service Force Supply Officer, U. S. Atlantic Fleet, from 21 Jan 1962 to 30 Jun 1965. During this period, his accomplishments in the fields of supply and fiscal management and air and sea transportation enhanced the material readiness of the Fleet, resulted in incalculable savings to the government and have been the foundations of forward-looking supply management and operating procedures.

★ JACKSON, HENRY S., Captain, USN, while serving in the Pacific Division, Operations Directorate, Joint Staff of the Joint Chiefs of Staff from December 1962 to January 1965. During this period, CAPT Jackson developed a succession of major contributions to the urgent and complex analyses, plans, and recommendations required by the Joint Chiefs of Staff in their considerations of operational and politico-military problems in South Asia.

★ LEE, JOHN M., Rear Admiral, USN, as Commander, Amphibious Force, U. S. Seventh Fleet, from 26 Aug 1963 to 20 Jan 1965. RADM Lee organized and trained his forces to the degree of readiness that they were able to respond to contingency deployment orders on extremely short notice many times. His maintenance of these forces in a ready condition afloat in the South China Sea for two months in response to the Tonkin Gulf events of August 1964 demonstrated the unique capability of the U. S. Navy to keep amphibious power on the high seas for prolonged periods. RADM Lee also directed Exercise Big Dipper, Exercise Back Pack and Exercise Ligtas, the largest SEATO amphibious/airborne exercise ever held.

★ REEDY, JAMES R., Rear Admiral, USN, as Commander, U. S. Naval Support Forces, Antarctica, and U. S. Antarctic Projects Officer, from June 1963 to January 1965. RADM Reedy made a major contribution toward expanding the scope of this program through exploration and establishment of new stations to cover heretofore unknown areas of the Antarctic continent. New approaches to the continent were opened. In addition to making the first flights from Africa and Australia to Antarctica, he directed the first flight from South America across the Antarctic continent, and led exploratory flights from McMurdo Station across the South Pole to unexplored areas of Queen Maud Land.

HERO—Allen D. Reid, EO1, stands at attention while receiving Bronze Star Medal for heroism in Vietnam.

★ WELCH, DAVID F., Captain, USN, as Assistant Chief of Staff, Logistics, on the staff of Commander in Chief, U. S. Naval Forces, Europe. Participating as the CINCUSNAVEUR representative in critical studies of European military support installations, CAPT Welch provided counsel and effectively presented Navy requirements, enabling the committee members to view the NavEur logistic structure in proper perspective, with resultant recommendations favorable to the U. S. Navy's best interests. He was instrumental in correcting misconceptions regarding the employment of naval forces, in improving logistic facilities procedures, and in effecting savings to the U. S. of more than $500,000.

"For heroism or extraordinary achievement in aerial flight . . ."

★ CLARK, WILLIAM C. C., Lieutenant (jg), USNR, as pilot of an F-8A jet aircraft in Utility Squadron Five (VU-5) on 8 Dec 1964. Experiencing an engine fire shortly after takeoff on a training flight from U. S. Naval Air Station, Atsugi, Japan, LTJG Clark elected to remain with his burning aircraft in order to avoid crashing into a populated area. This decision required him to stay with a burning jet far longer than is consistent with the personal safety of the pilot, thereby risking his own life to avoid jeopardizing the lives and safety of others. As a result, the aircraft crashed into a sparsely populated area with no loss of life, no injury and only minor property damage.

★ CLYDESDALE, CHARLES F., Lieutenant (jg), USNR, posthumously, as pilot of an aircraft in Attack Squadron 95 (VA 95) operating from USS *Ranger* (CVA 61), on 15 Mar 1965. Participating in a strike against targets in North Vietnam, LTJG Clydesdale brought his aircraft to minimum altitude and carried out a daring and accurate rocket attack in the face of intense antiaircraft fire, inflicting extensive damage and destruction on North Vietnamese military installations. After rendezvousing with his flight and proceeding toward *Ranger*, he experienced engine trouble and elected to execute an open sea ditching. Despite his excellent ditching procedure, he was not observed to leave the aircraft.

NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ ABE, FRANCIS S., Aviation Electronics Technician 3rd Class, USN, while serving with Utility Squadron One (VU 1), U. S. Naval Air Station Barber's Point, Oahu, Hawaii, on 25 Dec 1964. Observing a youth being swept out to sea by a riptide at Sandy Beach, Oahu, and the futile efforts of would-be rescuers, Abe, fully aware of the personal dangers involved, plunged into the heavy surf and treacherous currents and rescued the almost helpless victim. His prompt and courageous actions undoubtedly saved the young man from drowning.

★ CAMPBELL, ROY A., Chief Gunner's Mate, USN, while serving as a naval advisor in the Republic of Vietnam on 12 Apr 1964. When fire started in a magazine which contained 2000 pounds of high explosives, Campbell, although injured and fully aware of the personal dangers involved, unhesitatingly entered the magazine and fought the fire until it was extinguished, thereby preventing serious injury or death to 20 Vietnamese soldiers billeted in a nearby barracks, and preventing further injuries to a seriously injured naval officer in the immediately vicinity.

★ CUNNINGHAM, JOHN R., Boilerman 3rd Class, USN, posthumously, for heroism on the night of 4 Sep 1964 while serving as boilerman in charge of the auxiliary watch in USS *MacDonough* (DLG 8) fireroom. When a fuel line ruptured and started an intense fire which forced others out of the area, Cunningham remained at his station to secure the pumps supplying oil to the fire and to activate the steam smothering system which extinguished the flames. Only after performing these duties did he consider his own personal safety and attempt to escape. By this time, however, the heat and smoke were too intense and he was overcome. His unhesitating decision to remain at his station and extinguish the fire undoubtedly saved his ship and shipmates from further danger. His courage and selfless devotion to duty at the cost of his own life were in keeping with the highest traditions of the U. S. Naval Service.

★ JOHNSTON, KENNETH I., Chief Electronics Technician, USN, while serving aboard USS *Sam Rayburn* (SSBN 635) on 12 Jan 1965. Seeing a harbor pilot fall into the water between *Sam Rayburn* and a pitching pilot boat alongside, Johnston, fully aware of the personal danger involved, immediately leaped into the turbulent waters and rescued the pilot. By his prompt and courageous action in the face of grave personal risk, Johnston undoubtedly saved the pilot from serious injury or death.

BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ CRONEMILLER, CARL F., JR., Commander, USN, as a member of U. S. Navy Section, Military Assistance Advisory Group, Vietnam, from 12 Feb 1962 to 19 Mar 1964. As field advisor, he assisted in the establishment of an effective river assault force and personally accompanied units of the river assault groups on at least six combat operations, during two of which he was subjected to enemy fire. Through his advice to his counterparts, and his calm execution of advisory recommendations while under fire, he contributed significantly to the success of the river assault units in these operations. As Chief, Operations, Readiness and Training Division of Navy Section, MAAG, Vietnam, CDR Cronemiller directed the construction of 500 Navy junks, guided a major expansion in both the size and operational responsibilities of the Vietnamese Navy and instituted an exceptionally well-planned training program. The Combat Distinguishing Device is authorized.

★ DEX, JOHN M., Boatswain's Mate 1st Class, USN, from 15 Nov 1963 to 5 Nov 1964 as a member of the U. S. Naval Advisory Group, Military Assistance Command, Vietnam, assigned as Seamanship, Gunnery, and Hull Repair Advisor to the Vietnamese Naval Coastal Forces Repair Facility at Rach Gia, Vietnam. During this period, Dex rendered valuable service improving the efficiency of the repair facility and participated in many combat operations under hostile fire. On one such occasion he demonstrated outstanding professional ability when he quickly took action to bring a machine gun to bear on a target when another gun jammed. The Combat Distinguishing Device is authorized.

★ KELLEY, WILLIAM D., Aviation Ordnanceman 3rd Class, USN, while serving with Attack Squadron 152, Detachment Zulu, as a security guard at Bien Hoa Air Base, Republic of Vietnam on 1 Nov 1964. When the base was attacked by Viet Cong guerrilla forces employing automatic weapons and heavy mortars, Kelley, learning that a fellow guard was wounded, immediately rushed to the victim's side and administered first aid while heavy mortar fire continued in the vicinity. He then assisted in removing his wounded shipmate to a place of relative safety. The Combat Distinguishing Device is authorized.

PREVENTING small child from being hit by car won medal for Harry D. Edwards, SM1, of *USS Carpenter*.

★ KNAPP, RICHARD I., Lieutenant, USNR, as a member of the U. S. Naval Advisory Group, Military Assistance Command, Vietnam, assigned the responsibility of providing advisory assistance to Coastal Force commanders in the Vietnamese Navy from 26 Oct 1963 to 10 Oct 1964. LT Knapp made a marked contribution toward increasing the efficiency and effectiveness of the Coastal Force, encouraging the units to participate aggressively in patrols and joint operations. On several occasions he was subjected to Viet Cong fire. Through his direction and forceful actions, LT Knapp was instrumental in enabling Coastal Force units to successfully complete operations which otherwise might have failed. He thereby created in the armed forces of Vietnam a greater understanding and confidence in the Coastal Force. The Combat Distinguishing Device is authorized.

★ LA MARCA, FREDDIE, Aviation Ordnanceman 3rd Class, USN, while serving with Attack Squadron 152, Detachment Zulu, as a security guard at Bien Hoa Air Base, Republic of Vietnam on 1 Nov 1964. When the base was attacked by Viet Cong guerrilla forces employing automatic weapons and heavy mortars, La Marca, learning that a fellow guard was wounded, immediately rushed to the victim's side and administered first aid while heavy mortar fire continued in the vicinity. He then assisted in removing his wounded shipmate to a place of relative safety. The Combat Distinguishing Device is authorized.

TAFFRAIL TALK

FROM TIME TO TIME, ALL HANDS has introduced its readers to Navymen who are accomplished performers on what many consider to be eccentric instruments.

Of course, there is plenty of room for argument over what constitutes eccentricity. To the Scot, for example, a bagpipe is no more eccentric than long hair is to a Beatle.

There are others, however, who will tell you that bagpipes are definitely unusual, and the general public can safely be divided into people to whom the wail of the pipes brings tears to the eyes or hands to the ears.

ALL HANDS last mentioned a Navy piper in a story which appeared last February concerning Captain Charles H. Carr who was commanding officer of *USS Elokomin* (AO 55). The same story also mentioned Marine piper Captain James Toth. Since February, ALL HANDS has received word concerning other Navy pipers.

There is, for instance, LT Robert Crafts, Jr., Medical Corps, USNR, who holds forth on board *USS Abraham Lincoln* (SSBN 602). The only claim the lieutenant makes to Scottish ancestry is the love shared by him and Scotsmen everywhere for the music of the bagpipes.

Whenever his sub is underway in the waters of Scotland's Great Clyde, LT Crafts, clad in kilts, can be seen topside on the missile deck sending the melancholy notes of his pipes over the water as the sub passes Kirn and Dunoon on its way to or from Holy Loch.

USS Bluegill (SS 242) also has a piper in the person of LT Norman M. Smith, USN. For his story, see page 57.

Commander Charles K. Moore who was, until recently, the Exec on board *USS Oklahoma City* (CLG 5) is also an accomplished Navy piper.

While on board *Oklahoma City,* CDR Moore was known to give surprise concerts over the ship's loudspeaker system and to entertain resting seamen at noon.

Bagpipes, the commander says, must be played frequently to keep the bag from becoming dry and the reeds from sticking. The commander also accomplishes this through the use of beeswax, flax, molasses and water. He pours the molasses and water into the bag, working it into the sheepskin to make it airtight. The beeswaxed flax twine is wound around the reeds so they will slide for tuning and still keep air from escaping.

The bagpipes are an old and honorable instrument. Aristophanes and Plato alluded to them and Nero had a passion for the *Hydraulus* and the *Tibia Tricularis.*

From the Praetorian Camps of the Romans, the pipes have made their way to our submarine decks and to a guided missile cruiser's fantail—to mention only two locations.

Who knows, if the trend continues, the sound of the pipes may become as familiar in U. S. Navy ships as it is in the highlands.

★ ★ ★

It's been quite awhile since ALL HANDS has had a newcomer to its staff. It has one now in the person of Peter T. Sasgen, SA, USNR who, until the end of May was pushing a piece in boot camp at Great Lakes. Pete replaces Bob Grabowski, DM3, USN, who has packed his seabag to join the crew of *USS Ranger* (CV 61).

Before joining the Navy, Pete spent four years at the Philadelphia College of Art and emerged with a BFA degree. You'll be seeing the results of his considerable talent and fresh ideas in ALL HANDS during the coming months.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

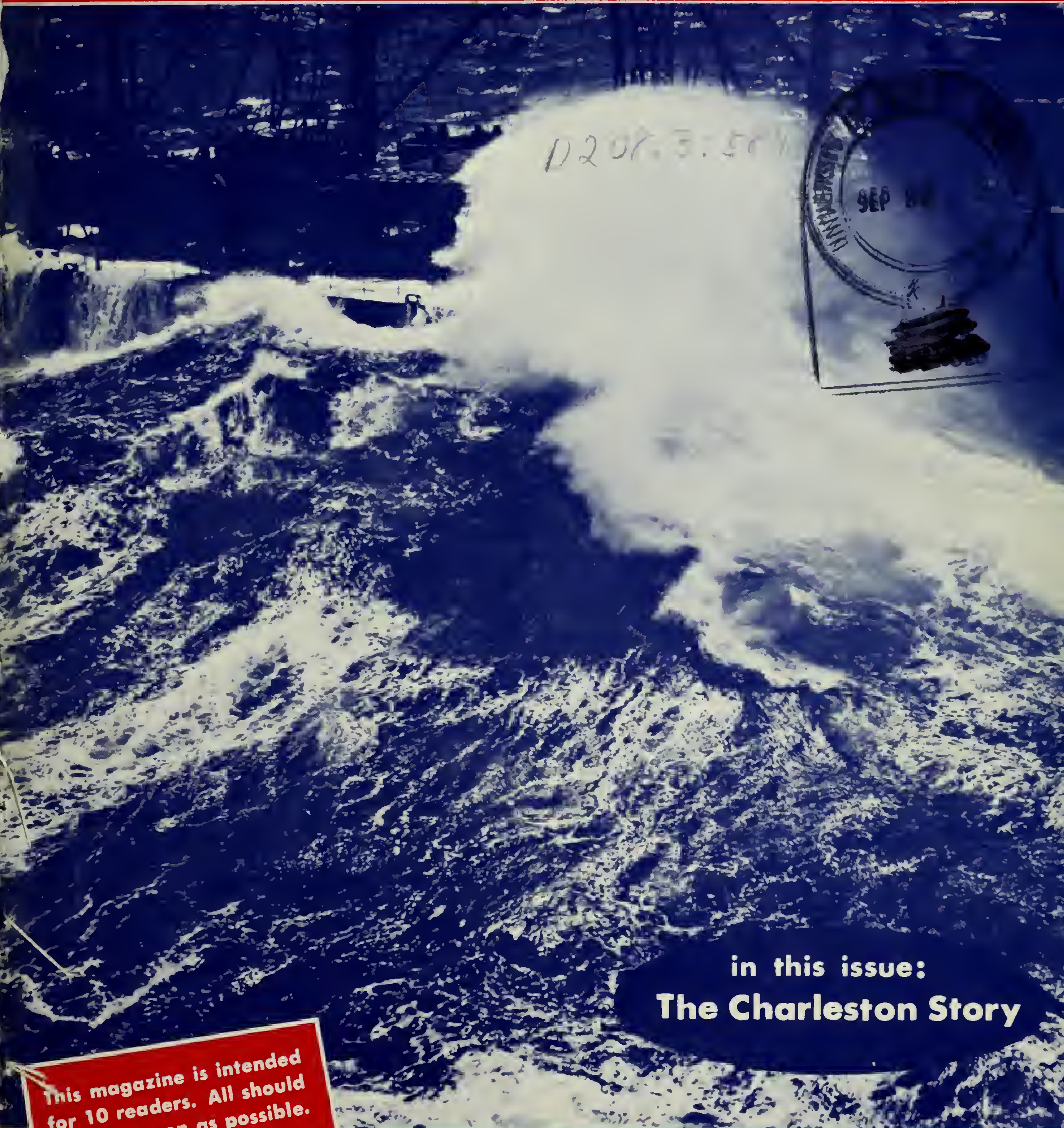
Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• AT RIGHT: OVER THERE—Ships of U.S. Seventh Fleet Task Force 77 form an interesting pattern when viewed from above while maneuvering in the South China Sea. For a more conventional view turn magazine.

SIGNS of SUCCESS

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



in this issue:
The Charleston Story

This magazine is intended for 10 readers. All should see it as soon as possible. PASS THIS COPY ALONG

SEPTEMBER 1965

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

SEPTEMBER 1965 Nav-Pers-O NUMBER 584

TABLE OF CONTENTS

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to subactivities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

- **FRONT COVER:** THE SEA AROUND US—The sea as it dashes against a ship reiterates its constant demand that the Navy needs both rugged ships and rugged men to fulfill its mission on the high seas.

- **AT LEFT:** CELEBRATION SHIP—Destroyer escort *USS Tills* (DE 748) was one of six ships which participated in the Portsmouth, N. H., "Seacoast Salute to the Naval Reserve" in honor of the USNR 50th anniversary. *Tills* has been used to train Reservists since 1950, averaging at least 12 cruises per year.

- **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

BIG DEAL—Dry Dock Number Five is one of Navy's largest. *Rt:* View of naval base in '62 before construction of No. 5.

POLARISVILLE

ANY NATIVE of Charleston, S. C., worth his salt will tell you his city occupies a peninsula between the Cooper and Ashley Rivers which join there to form the Atlantic.

Geographers might disagree as to the role played by the rivers in the Atlantic's origin but the maritime importance of Charleston which the statement implies cannot be overlooked.

When Charleston was only a few buildings occupying thin fingers of land which lost themselves in muddy ooze, the town was well known as a place where pirates exposed to the King's justice danced at the end of a rope at the city's battery.

In the same battery stands a monument to the memory of Horace L. Hunley who built, and gave his name to, the first submarine ever to sink an enemy ship in combat. Who would have dreamed, on the day the now venerable monument was dedicated, of the role Charleston would play a century later as Polarisville, USA?

In the Charleston City Hall is preserved the massive silver service from one of the three ships to bear the city's name. Still deeper in the old town is the building where the British stored the powder which Francis Marion, the swamp fox, seized during the revolution—much to the embarrassment of the Redcoats.

In 1916, the city of Charleston, which for centuries had steeped in American history, became the headquarters of the Sixth Naval District—a jurisdiction which now has nearly 3000 miles of coastline. In 1918, the district headquarters was moved from downtown Charleston to the Naval Shipyard, where it has since been located, except for several years during World War II.

CHARLESTON is also the home of a naval complex which began as a tiny repair base established by the Federal fleet during the Civil War and was discontinued in 1901, when most of the land occupied by the present naval base was acquired.

The naval base today is studded with high-ceilinged, red brick buildings—part of the original construction which occurred between 1903 and 1909. The first drydock at the base was also completed in 1909.

The installation expanded during two world wars, returning accordion-like to a normal peacetime size after hostilities ceased. In 1943, for example, the Naval Shipyard at Charleston alone reached a peak of nearly 26,000 workers. Its stable force is 7000.

By 1958, new buildings and piers were completed at the south end of the naval base to accommodate ships and personnel of active Atlantic Fleet units. This included a new headquarters of Commander, Mine Force, Atlantic Fleet which had formerly been housed in downtown Charleston.

NOW, the activities of the Charleston Naval Base have grown to include the Naval Station, Naval Hospital, Naval Ammunition Depot, Marine Barracks, Naval Accounts Disbursing Office and Commissary Store. Associated activities include the Fleet Training Center, Mine

AT WORK—*USS Proteus* is remodeled.

U. S. A.

Warfare School, the Naval Training Center and others.

The base is, in fact, one of the largest shore establishments in the Sixth Naval District. It has much in common with other naval bases, but there are activities found at Charleston which are not duplicated elsewhere.

The Charleston complex, however, has one thing in common with all naval installations ashore. All who work at the base are reminded of that common denominator by a large, prominently placed sign which spells out the purpose of the Charleston Naval Base and the Shipyard—To serve the men and the ships of the Fleet at sea.

Before the advent of World War I, the shipyard at Charleston was small compared to its present size. At that time, it employed about 300 civilians. The first ship was drydocked there in April 1909 and the relatively inauspicious building of two dredges was the first construction to take place. Only four other vessels were built there before World War I.

During the first World War, employment at the shipyard rose to 5600 (less than today's normal employment) and repair facilities ex-

SUBMARINES—Sub gets *Polaris* liner at specialized pier, part of Charleston's Naval complex. *Below:* Old photo shows Confederate torpedo boat aground.

Touch Lightly—Only If You Must

Some people at the Charlestan Noval Base are more particular obout getting o bong out of their jobs thon others. Perhops the most particular ore the men in MineLant's Explosive Ordnonce Disposol Unit Two.

Explosive ardnonce, os for as EODU Two is concerned, includes bombs, artillery, martor shells, rocket projectiles, lond mines, onti-personnel mines ond demolition chorges, grenodes, pyrotechnics, oeriol ond naval mines, torpedoes, depth chorges, guided missiles and such—ony ordnonce thot explodes—be it U. S. or foreign.

The unit is usually kept busy, for it is the Novy's responsibility to:

- Dispose of oll explosive ordnonce discovered on or in any body of woter, river ar canal.
- Render requested assistance ta other services in occordonce with jaint agreements and the unit's capobilities.
- Dispose of explasive ordnonce on naval installations within and up to the high water mork of sea coosts, inlets, bays and harbors.

The men in EODU Two ore quolified divers ond work hord to keep themselves in thot status. Their copobilities include both deep seo and SCUBA diving.

The unit regularly ossigns EOD teoms ta mine divisions, and one of its missions is the recovery of mines for the Mine Force.

panded to include two shop buildings and a marine railway. The yard concentrated on repairs to destroyers and small craft. Eight 110-foot subchasers were built during this era and five interned German ships were converted.

Between the close of World War I and the declaration of the national emergency in 1939, the Yard built three destroyers and several patrol ships and service craft. It also repaired three minesweepers or two tugs every two months. A new building way suitable for cruiser construction was also added.

MORE GROWTH, between 1939 and the United States' entry into World War II, occurred at Charleston. More facilities for repairs and shipbuilding v ere added to the shipyard. The yard's big growth, however, took place during the war, when employment skyrocketed to 26,000, and 195 ships were built. Among these were 14 destroyers, 17 destroyer escorts, nine APDs, 89 LSMRs and many smaller craft.

Immediately after the war, shipbuilding at the Charleston Shipyard was discontinued, although the yard was designated as a submarine repair and overhaul yard in 1948 and a new electric-electronics building was constructed in the fifties.

It was also in the last half of the decade of the fifties that the Charleston Shipyard was assigned the role which dominates it today—that of overhauling SSNs and SSBNs. In addition to this new role, the shipyard was given the capability of

Charleston's Naval Supply Center Is a Big Experience

WHEN THE *Polaris* buildup began at Charleston, the base's Naval Supply Center had to be beefed up to carry a heavier load.

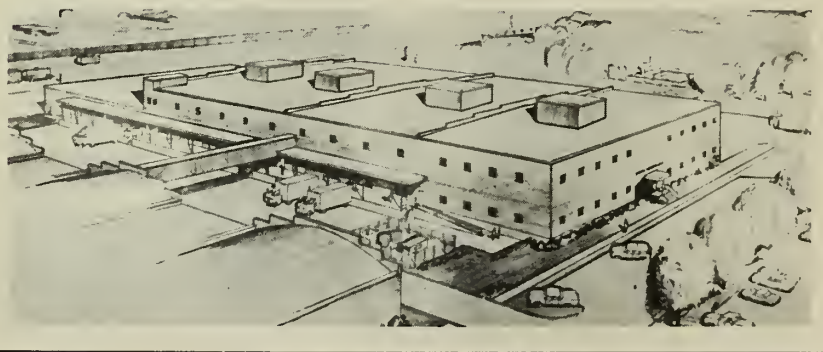
The strengthening of the supply facilities is most apparent in the newly completed second section to the Center. Construction of the third section is scheduled to begin in the near future.

The expansion was necessary if the Naval Supply Center were to continue the high standard of supply support to which units of the Fleet and Charleston shore activities were accustomed. To do the job, the Center needed advanced computer and logistic communications systems and automated warehouse facilities.

At the Supply Center, work seems to be done almost without the help of people. The facility seems populated principally by plastic tote boxes about the size of a grocery store shopping basket, which move about on a conveyor system that covers the entire Supply Center. They know where to go because they have control devices on their sides which actuate readers and diverters in the system to direct them to their destinations.

When a tote box is shuttled off to a packing zone, a stockman fills it with the material called for on the issue documents. If other items are to be picked up, the stockman presses the proper key on the tote box signal device and sends it to its next destination. When the order is complete, the tote box moves to the interim storage area.

The center is controlled from a console located at the front of the building. The console operator can see at a glance which packing lines are in operation, and which stations have an excess or scarcity of work. He knows, from experience, how to spot prospective trouble areas.



By proper manipulation of the switches on his console, the operator can activate or deactivate the various automatic stations that control the flow of tote boxes from the storage lines to the packing lines where their contents are packaged for delivery to local customers or for parcel post or freight shipment.

The complete package is then placed on the takeoff line which carries it to the shipping area and the empty tote box returns to the holding area near the console station from where it will be sent on another errand.

Customers at the Supply Center are given one of four priorities which will insure their order being filled within 24 hours (for the highest priority) or 12 working days (for the lowest priority). Any customer who can't wait 24 hours for his order may walk it through.

The automated system has many advantages which can all be boiled down to two attributes which satisfy both customers and taxpayers alike. It does a better job for less money.

HERE AND THERE—*USS Bainbridge* docks at Charleston. *Rt:* Charleston tender in San Juan during *Springboard.*

furnishing major repair support to the growing number of ships homeported in the Sixth Naval District.

In 1960, a new job was given to the shipyard—the task of furnishing supply support to *Polaris* submarines throughout the world. New facilities were needed and personnel had to be trained in new techniques. In the early sixties, Charleston shipyard also became the planning yard for nuclear-powered submarines of the *George Washington* and *Ethan Allen* classes.

ONE OF THE MORE prominent repair facilities at the Charleston Naval Shipyard is Drydock Number Five. It is prominent because it is Charleston's largest and is, in fact, among the largest drydocks in the Navy.

The big drydock, however, is only one of the major items which is in the process of construction or has been completed in comparatively recent months. Much of the new construction is in direct support of nuclear submarines in general and *Polaris* submarines in particular.

A few miles north of Charleston on the Cooper River, at the Naval Ammunition Depot, workmen are progressing rapidly with construction of the *Polaris* submarine repair, overhaul, supply and missile depot as well as the Fleet Ballistic Missile Training Facility. When it is complete, the activity will provide all the services needed by FBM submarines except major overhauls.

On the base proper, construction can be spotted at every turn. An administrative building and additions to the Fleet Ballistic Missile Submarine Training Center are in progress.

Hardly a stone's throw away, a new academic instruction building for the Naval Mine Warfare School has just been completed to replace the hodgepodge of buildings in which it was formerly housed.

New barracks are being built on the base to complement the comparatively recent air-conditioned barracks for the enlisted men from nuclear submarine off-duty crews.

Toward the north end of the base, workmen are busy erecting the third installment of the *Polaris*-oriented supply, receiving, shipping and administration building, where computers keep inventories, and electronically controlled shopping baskets shuttle about on conveyor belts to pick up small supplies for their customers.

NAVY MORALE is not being slighted in the ever-present construction around the Charleston Naval Base. Nearly 600 family housing units are under construction at the Naval Ammunition Depot and most will be furnished by the end of November. The entire project is scheduled for completion in January 1966.

A complex of three community service buildings was recently dedicated adjacent to the Navy family housing development. These include a chapel, a bowling alley and an auditorium. A gymnasium had been built earlier. Elsewhere, a new Chief Petty Officers' swimming pool is in use for its first swimming season and the rumble of bowling balls is heard in the newly completed lanes.

The picture presented by the Charleston Naval Complex is one of expansion with a particular orientation toward service to the nuclear Navy and *Polaris* submarines. Like other naval bases in the United States, it bends all its energies in support of the Fleet. Its connection with *Polaris,* however, sets Charleston a bit apart from the usual naval complex. The newly arrived Navyman at the Charleston Naval Base learns in a very short time that he has arrived at Polarisville, USA.

—Robert Neil

Charleston Naval Base: Six Thousand Acres

The U. S. Naval Station at the Charleston Naval Base has as its domain more than 6000 acres, in which it operates a number of activities closely affecting the lives of Navymen stationed there.

It has, for example, 13 barracks (and one under construction). All are new except one which has been completely renovated. Four are air-conditioned and all take care of the needs of a prodigious number of transients passing through the Charleston Naval Base.

The Naval Station also has two mess halls and a mess at the BOQ. Three clubs fall within its purview —one for the officers, one for the chiefs and an Acey Deucy Club for other enlisted men. All clubs have dining facilities.

There are four swimming pools; two bowling alleys, four sizable Navy Exchanges; barber shops, an 18-hole golf course, three softball fields and a cafeteria which won a golden cup for the perfection of its coffee brewing.

The Naval Station also operates about 70 vehicles of all types and operates the base fire and police departments.

It is charged with the maintenance of quarters on the Naval Base and the housing at Hunley Park.

The Naval Station has a recreation area where boats and trailers can be had and where anyone so inclined will find facilities for a picnic.

In addition, the Naval Station takes care of personnel records and each time a sufficiently distinguished visitor comes on board, it is the Naval Station which fires the salute.

AT HOME—Mine Force Headquarters moved into this building at Charleston in 1959. *Below:* MSB sails on training cruise.

Atlantic Mine

IN THIS DAY of nuclear submarines and high speed carriers, the Navy still has in commission 81 ships with wooden hulls.

The ships, of course, belong to the Navy's mine forces and, far from representing a lag in technology, the wooden bottoms represent an advance.

Mine warfare ships during World War II consisted largely of destroyer types and steel-hulled minesweepers. They included the Fleet minesweepers (AM), auxiliary minesweepers (AMC), minelaying destroyers and minesweeping destroyers (DM and DMS) and coastal minesweepers (YMS later designated AMS).

During World War II, the mine force in the Atlantic was part of the Atlantic Fleet Service Force. In 1946, however, the mine force became a separate organization of the Atlantic Fleet with headquarters at Norfolk. Three months later, the main body of the force moved to Charleston, S.C.

When the Force moved to Charleston, it established its headquarters in a century-old building that had once been a rice mill. The building was located on 21 acres bordering the Ashley River near downtown Charleston. The tract was designated the U.S. Naval Minecraft Base and had facilities for most of the 50 ships assigned to Charleston.

In May 1956, the Navy began building a modern naval minecraft base on the site of the former naval air station located at the south end of the Charleston Naval Base fronting the Cooper River. The base was completed in January 1959.

Most of the minesweepers that came from Norfolk to Charleston were World War II ships. However, World War II experience had shown that steel-hulled sweepers were unnecessarily hazardous. Wooden ships began replacing the steel hulls.

The basic seagoing minesweepers replacing the AM class ships were the ocean minesweepers (MSO). These were somewhat smaller vessels having shorter endurance and less speed than their predecessors.

Mine Warfare School Has 40,000 Alumni

Sailors whose business it is to lay and sweep mines learn the tricks of their trade at the Naval Mine Warfare School at Charleston where they receive instruction in minelaying, minesweeping, planning tactics and the operational use of mines.

The school, which was originally located at Yorktown, Va., was commissioned in December, 1940. Its first class convened in January 1941 and consisted of 50 officers and 175 enlisted men. Since then, more than 40,000 officers and enlisted men have been trained.

Present day courses include instruction for specially selected officers and enlisted men in surface, aviation and submarine mines. For graduates of some courses, the school also offers operational mine maintenance and servicing instruction.

Enlisted men receive elementary and, later, advanced instruction to qualify them for the rating of mineman to (and including) chief mineman. Specialized courses are also given to electrician's mates and boatswain's mates as well as courses in the administration of a minecraft engineering department.

The school teaches all phases of degaussing that will equip its students to perform the duties required of them at industrial and Navy degaussing activities.

The school is now located at the Charleston Naval Base.

MINEMEN train at Charleston base.

Force

The big difference lay in their wooden hulls and non-magnetic propulsion plant.

The old YMS was replaced by the newly constructed coastal minesweeper (MSC).

During the Korean conflict, the mine forces found they desperately needed small craft which could be loaded aboard ship for overseas deployment and which could sweep mines from shallow waters.

This need resulted in the development of two special purpose minesweeping boats. The larger is designated a minesweeping boat (MSB). It is a 57-foot wooden craft displacing 40 tons and capable of sweeping both moored and influence mines from harbor approaches and protected coastal areas.

The second is the minesweeping launch (MSL), a 36-foot, 10 and one-half ton craft, capable of sweeping mines in waters as shallow as six feet.

In peacetime, the men of the Atlantic Mine Force at Charleston train constantly to keep themselves prepared to perform their wartime function. The wooden-hulled vessels are a familiar sight to other ships in the Charleston Harbor as they steam out to sea nearly every day where their crews practice damage control techniques and minesweeping.

The men work hard to learn their jobs for many of them are newcomers to the minesweeper, having replaced men going to shore duty or elsewhere in the Fleet. The minesweeping Navy seems to appeal to MinLant men, for the reenlistment rate is high.

OLD TIMER—When Mine Force moved from Norfolk in 1946 it established its headquarters in this building. *Below: USS Bluebird* (MSC 121) heads to sea.

The boatswains are usually old timers who know everything there is to know about sweeping mines.

Any Navyman who navigates in unfriendly waters has reason to appreciate the work of the minesweepers and their crews. The men in the wooden hulls take their motto seriously and can say without equivocation: "Where the Fleet goes we've been." And it's true.

NAVAL MINE WARFARE students stream a magnetic sweep tail over fantail.

IN CLASS—FBM sub men get instruction over closed circuit TV at Edwards Hall. *Rt:* Practice in stainless steel welding.

A Visit to Charleston's

EVERY WEEKDAY morning at Charleston Naval Base there is a considerable migration of enlisted Navymen from the air-conditioned submarine barracks to Edwards Hall across the street. The Navymen are from off-duty *Polaris* submarine crews in Charleston for operational and refresher maintenance training which can't be done aboard ship. Edwards Hall is their school house.

The Hall, which is a comparative newcomer to Charleston naval complex, does not conform to the usual concept of a school. In appearance it is unusual. It has no windows. Functionally, it is extraordinary, for it contains most of the machinery and equipment found in a *Polaris* submarine, in addition to classrooms equipped with the best in modern training aids.

The students at Edwards Hall are not newcomers to the mysteries of *Polaris* submarines. The average man is a veteran of four patrols. He has also attended a Class A or basic technical school in one of four ratings: ET, FT, MT, or TM.

Submarine school at New London, Conn., followed his Class A training, after which the student usually reported either to Dam Neck, Va., for advanced FBM specialty training or went aboard a nuclear-powered or conventional attack submarine for submarine qualification.

After the student completed this training, he became a member of a *Polaris* submarine crew. This may have been as a member of a precommissioning crew or as a replacement in a crew already experienced in patrols.

Before his ship went out on a first patrol, however, he had an opportunity to participate in actual submerged missile launchings at sea.

THE PURPOSE of training at Edwards Hall is to provide refresher courses which are essential for *Polaris* men to keep apace of their rapidly changing field. In the realm of major missile developments alone, it is easy to understand how SSBN men have been kept occupied, for it was no longer ago than 20 Jul 1960 that USS *George Washington* (SSBN 598) conducted the first completely successful firing of a *Polaris* missile while submerged.

Since July 1960, of course, other FBM submarines have conducted submerged firings off Cape Kennedy and one, USS *Ethan Allen* (SSBN 608), the first submarine designed and built from the keel up as a ballistic missile submarine, was also the first to conduct a submerged launch of the second generation *Polaris*, the *A-2*, in October 1961.

Now the Polaris *A-3* is operational and designed to produce 60 per cent more range than the *A-2* with no increase in the over-all size of the missile.

THE CONTINUING development of missiles is only one facet of the development taking place in *Polaris* submarines. In every department, refresher training between patrols is necessary to keep the men abreast of changes produced by the Navy's most advanced technology.

Classroom work, of course, is an important part of training at Edwards Hall. To assist instructors, the

SUB SCHOOL—Charleston training center has mock-ups and aids to duplicate gear and action aboard FBM subs.

FBM Training Center

Hall has three closed circuit channels over which instructions can be transmitted to students in the classrooms.

Such instruction is particularly useful when the subject is the repair of small electronic components. The components can be magnified on the television screen, enabling many Navymen in class to see what could only be examined by a few if conventional methods were used.

Although classroom work is important, considerable stress is given to practical applications, and to make this possible, Edwards Hall duplicates nearly every piece of equipment in an FBM submarine. In most instances, this makes possible training which could otherwise be had only if the submarine were underway and, in some cases, at war.

THERE IS the attack center, for example. The role of a *Polaris* submarine is that of a deterrent. Unlike an attack submarine, its job is not to hunt and kill surface ships. It does, however, carry torpedoes which the men in the submarine's attack center are ready, willing and able to use if their sub is threatened by an enemy vessel.

With few exceptions, the arrangements and layout of the Edwards Hall attack center duplicate a typical SSBN installation. Students can get the feel of making a periscope or sonar approach to a floating target. A periscope shows the hunter where his target lies and a computerized sonar simulates the approach of an enemy.

As the problem progresses, a computer determines the motion of the vehicles involved which, so far as the Edwards Hall facilities are concerned, can include the *Polaris* submarine, six targets and four weapons.

This information is sent to a projector cabinet and, as the vehicle proceeds through the water, a pen in each of three projectors scratches the mirrored surface of a slide in the direction and at a scaled speed corresponding to the vehicle motion.

Light then shines through the scratched surface and projects the vehicle track on a screen. The tracks of the six targets appear in a blue-white trace while that of the submarine appears as a yellow trace. The tracks of the four weapons appear in orange.

Weapons which hit the targets will end with a circle around the track of the target. Time marks are displayed by a small pip at one minute intervals along the track of all vehicles so that time of any event can be determined.

When the exercise is completed, the tracks of all the vehicles are displayed on the screen so the approach officer can review the entire problem.

ACROSS THE PASSAGEWAY from the attack center is the room that houses the computer which combines the world of make-believe with the real world. The computer's memory supplies information concerning the characteristics of the submarine, its weapons and its targets.

On instruction from the program

'CLASSROOM' at Edwards Hall affords 'on-job' chance to sharpen skills.

operator's console in the attack center, the computer "remembers" specific characteristics bearing upon the problem, figures the movement of the vehicles and updates information of the fire control, radar and sonar systems.

And this isn't all the computer can do. It is also proficient at playing organ music, keeping supply records, checking morning readiness and playing a whale of a game of tic tac toe.

Deeper into the building is the dive trainer—a platform supported by hydraulic lifts. On the platform are the controls which guide the submarine. Here the operator can learn all the capabilities of his ship without endangering the ship or its crew.

He learns how fast the submarine can dive, surface and bank; how to keep the ship under control during missile firing and how it feels as a *Polaris* leaves the ship (like a car going over a bump).

The heart of a *Polaris* submarine, of course is Sherwood Forest—the name given to the 16 missile tubes containing the *Polaris* missiles themselves.

In the team trainer at Edwards Hall, there is only one *Polaris* tube —all that is needed to instruct off-duty crew members. The tube extends through three floors of the building and, like the real thing, has ports which can be opened at various levels along the length of the tube so the missile itself can be inspected.

WHEREVER there is a *Polaris* missile, there is also a sense of history. The missile can be fired only at the direction of the President. Aboard the submarine, the firing is controlled by the captain and the missile control officer. Because of the extraordinary importance of what happens there, no action taken in the missile control center is left unrecorded.

Navymen stand at the countdown controls, their eyes fixed on the lights that tell them the missile is either ready or not ready to fly.

As the console lights come on one by one toward one of the last lights, which is the captain's permission to fire, an endless tape issues from the console recording each action taken. Whenever the cover is removed protecting the safe-like dials which designate the targets for the missiles, a tape clicks to inform the responsible officers—and posterity—that the door was opened and the dials reset.

The electronic circuits of the console are composed of modules grouped together to form portable units. Needless to say, this electronic equipment is expensive.

As the countdown proceeds, the

READY GROUP—It takes a lot to train *Polaris* submariners but The Hall at Charleston has what it takes to do the job.

TRAINING—FBM sub men learn in simulated missile compartment. *Right:* Periscope simulator hangs from overhead.

console is completely lighted, indicating the missile to be fired is in a state of readiness.

When crew members of a *Polaris* submarine are called to battle stations they may not know whether they are there for drill or whether they are there for the real thing.

IN ADDITION TO keeping abreast of techniques concerned with firing torpedoes and missiles, steering, diving and surfacing, Edwards Hall devotes a vast amount of space to the machinery which provides power, oxygen, cooled air, pure water and a multitude of things for the sub.

As mentioned before, nearly every piece of machinery found in a *Polaris* submarine is also found in Edwards Hall for off-duty crew members to take apart and reassemble, thus learning techniques that would be impossible to learn while on a cruise.

One conspicuous piece of equipment not present at Edwards Hall is a real nuclear reactor. However, most of the means for reactor control are available there for training purposes.

Welders learn how to weld stainless steel in booths where the objects of their labors are purposely placed in awkward positions such as actually might be found in a submarine.

Valves are dismantled and reassembled. The air conditioning plants are duplicated to teach crew members how to make repairs. The all-important oxygen generator is used to teach men how to make emergency repairs in the least amount of time. If the oxygen generator goes down, a nuclear submarine can still remain submerged for a considerable length of time on stored oxygen.

Oddly enough, one of the most glamorous pieces of equipment in the machine shop—to nuclear-age submarine sailors—is the diesel engine which each *Polaris* submarine carries for emergency power and which must be learned to maintain quals.

After seeing a demonstration firing of *Polaris*, the late President Kennedy wrote to Rear Admiral Galatin that, once one has seen a *Polaris* firing, its efficacy as a deterrent was not debatable.

It is largely due to the dedication of the students at Edwards Hall and to other *Polaris* submariners who carry with them the awesome responsibility for *Polaris* and keep themselves in a constant state of readiness that the efficacy of *Polaris* is beyond debate. —Robert Neil

ON CRUISE—*Polaris* student at Edwards Hall has an average of four patrols under his belt before attending classes.

Having a Hot Time

THERE IS A very real need aboard U. S. Navy ships for competent fire-fighting teams. Unless an organized unit can get to a fire and extinguish it quickly, damage could be extensive enough to put a ship out of commission and cause casualties.

Unfortunately, personnel transfers are constantly breaking up teams and replacing veterans with novices. To fulfill the need for trained fire fighters aboard Seventh Fleet ships the Navy, in 1953, established a fire-fighting school under Commander Fleet Training Group, Western Pacific, at U.S. Fleet Activities, Yokosuka, Japan.

The school, the only one of its type in the Far East, is headed by LCDR Frank Parker. The actual instruction is conducted by four enlisted men under the direction of Chief Boilerman James T. Williams.

The Fleet Training Group offers a one-day course, Monday through Friday, which is designed primarily as a condensed refresher course for shipboard damage control teams. Students are taught to use the type of fire-fighting equipment found aboard ship. To add realism, equipment stowage, mock-ups, and structures all conform to shipboard design.

Although the school was begun strictly for training groups from Seventh Fleet ships, the facilities are available to the Japanese Maritime Self-Defense Force. The Japanese provide their own instructors for both classroom and field work while U. S. Navy instructors stand by to insure that proper procedures are taught.

As many as 36 students can be handled daily with an annual average totaling about 3500 graduates.

Counter-clockwise from Top: (1) Sign speaks for itself. (2) Japanese students, attired in protective clothing advance on boiler room fire. (3) Crewmember of USS *Prairie* learns techniques of low velocity spray. (4) Seventh Fleet sailors fight fire in mock-up. (5) Typical shipboard type blaze is attacked by students.

—Story and Photos by
Gary R. Graf, JO3, USN

TOP VIEW—Aerial photo shows Pier Bravo, part of Naval Ammunition Depot. *Below:* FBM sub receives missile liner.

This Is POMFLANT

Polaris submarines gliding north through the 35-foot deep Cooper River channel on the way from the Charleston Naval Base to the Naval Ammunition Depot need travel only four miles before they reach their destination. By car, however, it is a circuitous route which will add 17 miles to the odometer.

When the submarine arrives at the depot, its crew find Fleet support piers, a floating drydock and a causeway at the FBM site.

The northernmost pier is the submarine sound pier, a functional pier with electricity only. Just south is Pier Alfa, 300 feet long with an 18-ton railroad and mobile 35-ton crane which is used primarily for handling conventional ammunition.

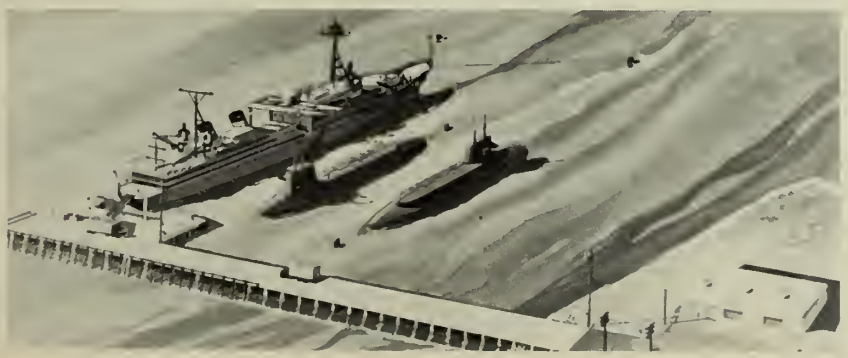
Further toward the sea is the big Pier Bravo—1000 feet long with complete facilities including a 25-ton gantry crane. Here *Polaris* missiles are loaded aboard and removed from *Polaris* submarines, submarine tenders and resupply ships.

The causeway for the FBM replenishment site is under construction just south of Pier Bravo, and the floating drydock, will probably be moored a little to the east.

At POMFLANT (for *Polaris* Missile Facility, Atlantic), a tenant activity of the Naval Ammunition Depot, the components of *Polaris* missiles are received and assembled. Most of the Navymen stationed there are in technical ratings with emphasis being placed on missile technicians.

It was at POMFLANT that the first full load of *Polaris* missiles was assembled, checked out and loaded aboard uss *George Washington* (SSBN 598) when she first left Charleston to go on patrol. Since then, *George Washington* has been joined in the Atlantic Fleet by many others—all bearing missiles from POMFLANT.

POLARIS—Drawing shows Cooper River anchorage with AS drydock and subs.



POLARIS missile liners are assembled in depot's container repair building.

POLARIS SUB TRAINING:

Sailing Space Ships of

A POLARIS SUBMARINE is an outstanding example of the swift technological evolution which has occurred in the Navy over the past 10 years.

The nuclear-powered submarine, with its missile system components, is almost unbelievably complex. Its sophisticated equipment is the end result of efforts by the finest brains in the free world.

Yet, with all its awesome complexity and high degree of automation, a *Polaris* submarine is only as good as its operators, who breathe life into her—the officers and men of the U. S. Navy, all well trained in their fields and dedicated to their jobs.

On patrol, a fleet ballistic missile submarine is literally a world unto itself. There is no calling for outside help to come fix something or ask how it is supposed to work. The submarine must be, and is, self sufficient.

The operation of the submarine and its nuclear power plant, the operation and upkeep of the missile system and, indeed, the entire effectiveness of the submarine as a deterrent to war is up to the crew—and effectiveness is directly related to the amount and quality of training received by that crew.

In fact, as much emphasis has been placed on crew training as on the development and production of the weapon system hardware for the *Polaris* submarine.

TRAINING OF *Polaris* submariners falls into two broad categories. One is training required before assignment to a *Polaris* submarine and the other is the practical training received while on patrol and ashore between patrols.

A certain amount of training is common to all *Polaris*men. Every sailor goes through nine weeks of time-honored boot camp immediately after joining the Navy. Here he gets an introduction to the Navy and the Navy way of life.

All potential submariners also spend eight weeks in submarine school learning the rudiments of submarine life, including such things as escape techniques in case of an emergency.

Even after assignment to a submarine, a man is still not a full-fledged submariner. Before he pins on his dolphins, he spends about 36 weeks earning the right to wear them.

A submariner must be familiar with the complete workings of his ship. He spends hours tracing out piping, wiring, systems and all the intricacies of the sub which are essential not only to its operations but to its very life.

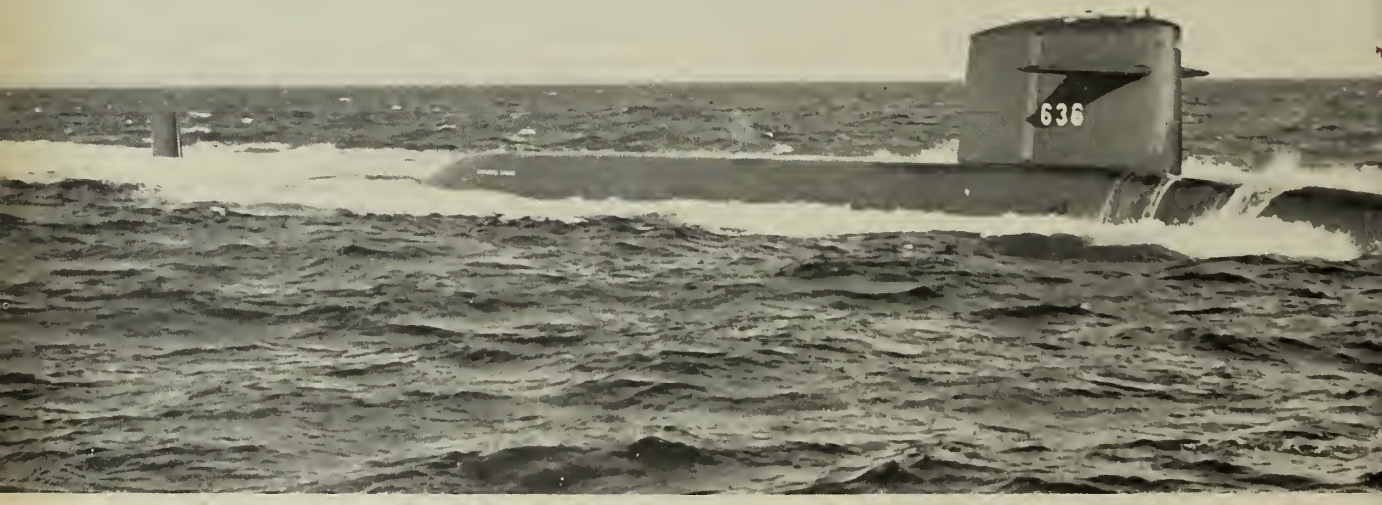
Almost all *Polaris* submariners attend a basic school, and many additionally attend more advanced schools where they specialize in particular fields.

For men directly concerned with *Polaris* missiles and the missile launching system, training time can run over two years.

Originally, the main source of FBM personnel was from the Navy itself and, for the most part, the training required was only that needed in the specialized *Polaris* field.

With the steady demand for more and more personnel as the *Polaris* submarine fleet grows, however, the main stream of personnel is now coming from new recruits.

A SPECIAL recruiting program has been established for missile system technicians, which include elec-



the Sea

tronics technician (ET), fire control technician (FT), missile technician (MT) and torpedoman (TM) ratings.

The program is for qualified high school graduates only and guarantees technical training and operational experience in the FBM weapon system field.

After attending boot camp the *Polaris* man attends a class A School in one of four ratings: ET, FT, MT or TM.

If he is going to be an ET, he receives a 38-week course at Great Lakes Ill., or San Francisco, Calif., depending on where he went to boot camp.

A prospective FT gets a 24-week course at San Diego, Great Lakes or Bainbridge, Md.

TMs have an 11-week course at either Key West, Fla., or San Diego and MTs go to Dam Neck, Va., for a 22-week course.

All these courses include basic electricity and electronics as well as fundamentals required in the particular field.

Shortly before a man completes class A school, he must agree to extend his enlistment to make a total of six years for the Navy to receive reasonable use of his service.

IF, FOR SOME REASON, a man fails to qualify along the line, he then serves his regular enlistment elsewhere in the Fleet, possibly in some technical field.

HIGHLY TRAINED—A *Polaris* sailor reports to sub *Lafayette* (SSBN 616). *Below:* Navymen aboard SSBN eat food prepared by specially trained Navy cooks.

ON-THE-JOB—*Polaris* Navyman's training continues while his sub is on patrol.

ON THE WAY—After boot camp *Polaris* man attends Class "A" school in one of four ratings, such as guided missile school at Dam Neck, Va., pictured here.

Submarine school at New London, Conn., follows Class A training. Next the *Polaris* man reports to Dam Neck, Va., for advanced FBM specialty training or goes aboard a nuclear-powered or conventional attack submarine for submarine qualification. Normally, he will go to school first.

The highly specialized training required for FBM systems is centered at the U. S. Naval Guided Missiles School, Dam Neck.

The goal of the school at Dam Neck is to have the technician fully prepared to handle his assigned responsibilities the day he sets foot in the *Polaris* submarine.

Polaris facilities at the school include actual tactical systems duplicating those which the men operate and maintain on board ship. These systems include a ship's inertial navigation system (SINS), a fire control system and a full size missile launching tube which ejects a mushroom of multi-colored water instead of a missile.

TO BE ABLE to maintain and operate the equipment, a man must be thoroughly familiar with the basic theory and fundamental physical principles involved. All the courses contain an eight-week preliminary course which helps the students grasp the basics of digital computers, inertial theory, computer logic, transistor theory and use of testing devices. Some of this training is available outside the Navy only at the college postgraduate level.

Most of the courses schedule at least half of the students' time in laboratory work. Not more than four students train on a piece of equipment at one time.

A man is taught to spot and localize anything that goes wrong and make immediate repairs or corrections. Stress is placed on teaching total system operation and how each unit fits into and contributes to the whole *Polaris* sub picture.

ETs receive a 29-week course in one of three fields, all concerned with the operation, maintenance and testing of navigation devices. These include the SINS, the navigation control console, sonar equipment and star-tracking periscopes.

FTs learn the theory, operation, maintenance and testing of the entire missile fire control system, including checkout equipment, in their 39-week course.

MTs spend 33 weeks studying the theory and operation of missile guidance systems and missile checkout equipment.

TMs master the missile launching system and associated hardware in a seven-week course.

Quartermasters asigned to FBM crews also attend a special course at Dam Neck which teaches them how to make use of the information provided by the various navigation aids.

IN ADDITION TO the advanced courses for enlisted men, there are accelerated courses for prospective commanding and executive officers and complete courses for weapon system and navigation officers.

When he has completed his training at Dam Neck, a man becomes a

A Day in the Life

LIFE FOR A *Polaris* submariner, if not unique, is certainly different from that of others, be they sailors, soldiers, airmen or civilians. Where others measure time in days and weeks, a *Polaris*man counts his in months. Months on patrol, months at home and months of training.

His way of life is a mixture of about equal parts adventure, training, education, spaceman-like isolation, family living and the camaraderie of submariners the world over.

With nuclear power for propulsion and oxygen-generating equipment and air-conditioning providing a controlled, pleasant and livable atmosphere, *Polaris* submarines are capable of almost endless submerged patrols. The endurance of these true submersibles is, in fact, limited only by the stamina of the crew.

Each fleet ballistic missile firing submarine is assigned two full crews —Blue and Gold. Each has its own skipper and full complement of officers and men. While one crew has the ship on patrol, the other is back in the home port, undergoing refresher training, taking leave, breaking in new crew members and, in general, getting ready to go back to sea.

ONE WAY of understanding the life of a *Polaris* submariner is to follow a typical crew of one of the submarines and see what happens to them during a normal cycle.

The Gold crew of an FBM submarine homeported in Charleston, S.C., is ready to pack up and head out to take their submarine on patrol. There are an average of 124 men and 12 officers in the crew. The officers include the commanding officer, the exec, the navigator, the engineer and his three assistants, the weapon system officer and his assistant, the communicator, the supply officer and the ship's doctor.

Thirty-four of the men are in the five ratings directly concerned with the *Polaris* missile weapon system and 34 men are in four ratings that operate the nuclear power plant. They are electronics technicians, machinist's mates, electricians' mates, interior communication electricians,

member of a *Polaris* submarine crew.

While FBM submarines are still being built, he may join a pre-commissioning crew, or he will be assigned as a replacement in a crew already experienced on patrol. If he goes to a pre-commissioning detail, he will spend from seven to 11 months at the shipyard, getting a thorough understanding of the ship and its systems as it takes shape.

Once the ship is commissioned, the crew begins the on-the-job practical training which continues for the rest of their time in FBM submarines.

Before the ship goes on its first patrol, both crews get a chance to participate in actual submerged missile launchings at sea as part of the test and analysis programs required of every submarine.

When the final tests are completed, one crew takes the submarine on patrol and the other remains in the home port getting ready for their turn.

LIKE THIS—Potential submariners spend eight weeks in submarine school learning the rudiments of sub life. Here, students 'take a ride' on sub control mock-up.

As NEW AND BETTER equipment is developed for the system, a man might have to return to school for a few weeks or months to learn how to operate and maintain it.

After a man has mastered his own particular specialty, he then starts on the road to becoming a supervisor and must learn the operations of the entire system much as a systems engineer does.

At this point, the circle becomes complete and he is responsible for instructing new men who are following the same path he took.

Polaris submariners are operating and maintaining systems using the most advanced technology of the day. Their training is necessarily equally advanced. The highly capable *Polaris* submariners and their sub combine to give our nation its mightiest deterrent to nuclear war.

# of a Polaris Submariner

quartermasters, torpedomen, fire control technicians and missile technicians. The rest are sonarmen, enginemen, radiomen, yeomen, commissarymen, storekeepers, hospital corpsmen or stewards. Every officer and man is an expert in his field and has received special training ranging from four weeks to over two years. The average age of the crew is 24, and almost all are high school graduates.

A few days before going on patrol, the submarine is taken out to sea and put through her paces to insure that she is seaworthy and all equipment is working as it is supposed to.

As SCHEDULED, the submarine, complete with new crew, full provisions and all repairs made, slips away for patrol. All the crew knows about the voyage is that they will be gone for 60 or more days and they will be submerged the entire time. Where they are going, what route they will take to get there, just when they will return, only the skipper knows. The whole crew is aware that the only reason for being on patrol is to be ready to launch their cargo of 16 *Polaris* missiles, if and when the President orders them to do so.

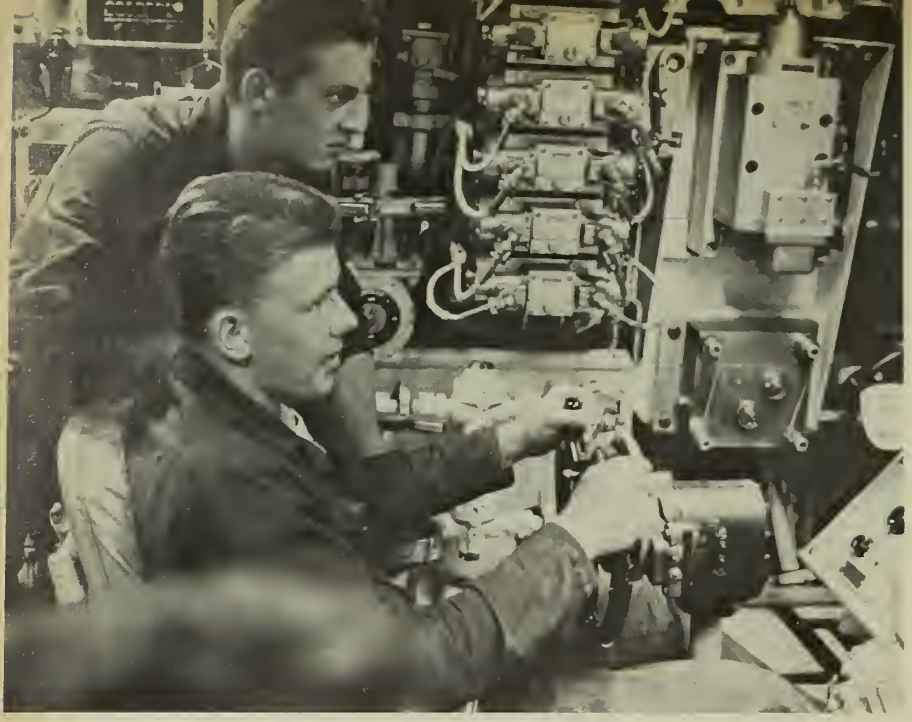
All the money, all the time spent in training, all the effort put into the system is for that sole purpose. By being on patrol virtually beyond a potential enemy's ability to find them and by being ready to launch missiles at any time they know their ship is a deterrent to an enemy's attacking our country.

As soon as they reach deep water they pull the plug, and for two months they will live, work, eat and play in the artificial world of their spaceship in the sea.

Everyone has already donned the specially designed blue coveralls which are the uniform on patrol. Designed for comfort, the patrol suit is also a practical wash and wear item and eliminates the problem of lint, which could foul the air.

SHORTLY AFTER submerging, the ship settles into the routine which will be followed for the entire cruise. For the missile system and nuclear

DEMAND for FBM submen has grown with increase in the *Polaris* sub fleet.



POLARIS SUBMARINERS stand duty at the helm while at sea on extended patrol.

power technicians, the sonarmen and radiomen, this means shifts of six hours on and six hours off. Ship's routine is up to the skipper and, in some cases, watches are stood on a four-hour-on, eight-off basis.

The yeomen, corpsmen, storekeepers, cooks, stewards and some others may work normal 10 to 12 hour days or split their work to cover periods required. To keep some sort of distinction between day and night, the ship is rigged for red at night time.

The submarine has been assigned to patrol a specific area and at all times is in range of assigned targets. Since the mission is to be ready to fire missiles on command, main emphasis of the daily routine is bent toward keeping the missiles in an *up* status ready to go. Missile firing drills are as much a part of life as eating and sleeping. The men never know whether they are being called to battle stations for a drill or for the real thing.

The first several years of patrol experience have shown that FBM submarines average having 15 of their missiles ready for launch 99 per cent of the time and all 16 of them over 95 per cent. In addition to being ready to launch missiles, the submarine has to be ever alert to take evasive action if she detects strange ships, either submarine or surface, in her area. Each FBM submarine carries torpedoes as defensive weapons to protect herself.

COMMUNICATIONS are the vital link with authority which can order missiles launched, so radiomen keep 'round-the-clock vigil. Besides standing by to receive the firing message, should it be sent, the radiomen provide the only contact with the world outside.

Daily news broadcasts by the Armed Forces Radio Service are also picked up. This keeps the crew informed on national and international events, but *Polaris* submariners confess to feeling a little like Rip Van Winkle when they return home to be drawn into a conversation concerning local events which happened while on patrol and of which they have heard nothing.

The most eagerly awaited communications from outside the submarine are family-grams. Each crew member can receive three during a patrol. They are limited to a few words—just enough to tell the man on board that all is well at home. If there is some important event in a crew member's life, such as a birth in the family or serious illness, he is also informed.

An FBM submarine receives constant message traffic during a patrol, but is not allowed to send any since it could give away her position. This makes for unusually self-sufficient families of *Polaris* men. When husband and father goes to sea, wife and children know they will receive no instruction or encouragement from him until he returns to his home port. If any unusual situation arises in which a family needs help, the Chaplain and other *Polaris* families are always ready, willing and able to pitch in to help the family whose head is out on patrol.

As might be expected, all is not work on board the submarine during patrol.

Bunks for the crew are scattered throughout the ship. So are the comparatively spacious crew's quarters. Only the Captain has his own cabin. The officers double and triple up in well designed, but compact staterooms. The ship is decorated throughout in light pastel colors to provide a pleasing atmosphere for the long haul.

MEN WHO HAVE SERVED in diesel-powered submarines find it pleasantly difficult to adjust to the plentiful supply of water afforded by nuclear submarines and to the fresh air and space.

The crew's mess is large by submarine standards and serves the additional purpose of movie and recreation hall, study area and country store cracker barrel.

Eating, of course, is of major concern, and every possible effort is made to provide outstanding food. This begins with the excellence of the cooks who are given special training at topflight restaurants before joining a *Polaris* crew.

When the ship leaves port, it carries a supply of food that will more than cover the expected duration of the patrol. Boneless and ration-dense foods are used to save storage space, but submariners swear by the ability of the cooks to prepare a meal as fresh looking and tasty as you can get. Almost all, however, revel in the abundance of fresh lettuce and other such foods when their patrol is ended.

Food consumption, on a typical patrol, will include something like 4000 pounds of beef, 3000 pounds of sugar, 1200 pounds of coffee, 120 pounds of tea, 2000 pounds of chicken, 1400 pounds of pork loin, 1000 pounds of ham, 800 pounds of butter, 3400 pounds of flour and 960 dozen eggs.

Some of the more enticing items listed on the menu are chicken Isabella, baked Alaska, shrimp Newburg, beef Stroganoff and lasagna. Standard favorites are roast beef and steak.

Four meals a day are served, in-

cluding breakfast, lunch, dinner and a soupdown in mid-afternoon. The galley is open the rest of the time so anyone can help himself. Needless to say, with this abundance of calories available and beckoning, keeping the waistline under control could become a problem. There are, however, exercise machines available for this purpose.

ORIGINALLY, there was a fear that boredom would plague the crew on long patrols, but this has not been a problem. This is partly due to the long hours of hard work required on the part of every officer and man to keep the submarine ready at all times for its mission.

Off hours are more than filled with recreational facilities available, a well-stocked library, the need to study for advancement in rate and, if desired, the opportunity to take college-level courses for self-improvement and college credit.

Harvard University has devised a full, two-year course of instruction for the men to earn credits toward a bachelor's degree. Lectures for the most part are on film, and the greatest share of the work is done while on patrol. Any lectures, tests or laboratory work which can't be accomplished on patrol are done in the home port as part of the day's routine. These courses are available only to *Polaris* submariners.

The submarine carries a good supply of movies, and movie call goes at least once a day, although usually twice to take care of day and night workers.

ALL IN ALL, the crew finds that time passes faster than expected, and soon it is time to head back and turn the ship over to the Blue crew once again.

When the submarine surfaces and the men rejoin the world of ordinary mortals, the first taste of fresh air is not too greatly appreciated, since the controlled air of the submarine is cleaner and purer.

A rash of colds may hit the crew right after return too, for they have been free from infection since about a week after submerging on patrol.

Once they are home, the crew may take leave if they want it. Like other Navymen, *Polaris* men get 30 days' leave a year and usually split it between home port periods.

After a week or two of getting used to home life, the crew starts on a regular five day a week program of refresher training. Of particular importance is their work at Edwards Hall, which was built to furnish refresher training for off crews.

Family men, of course, spend as much time as they can with wives and children. One of the advantages of *Polaris* life is that the men know exactly what their schedule will be for the next year or so and can plan ahead with reasonable certainty. This is seldom the case with other men in any of the military services.

About one quarter of the crew will change during the off-patrol period with old timers going to shore duty or other submarines. Many may join pre-commissioning details of brand new FBM submarines which are still being built.

Three months later the Gold crew will once again leave home and family, grass and sky and return to the strange but exciting world beneath the seas.

LOADING UP—George *Washington* (SSBN 598) receives missile liner during night by pier at NB Charleston, S.C.

Duty:

WATER WORKS—Section of Mekong delta illustrates the difficulty of policing.

ON ANY ONE DAY, between 40 and 60 thousand small white-sailed junks of Vietnam ply their trade along the coast from the Demilitarized Zone on the 17th Parallel to the island of Phu Quoc, close by Cambodian waters. This is a distance of about 1000 miles, if the coast were a straight line. It is not.

The warm, blue-green waters that wash the alternately arid and green shores of South Vietnam support the thousands of fishermen who inhabit and work the IndoChinese coast.

Deeply indented, pock-marked with river mouths, inlets and bays, the coastline is also a haven for the people who are striving to subvert the entire populace of Southeast Asia.

That's the root of the problem for the Coastal and Sea Force units of the Vietnamese Navy.

Two distinct kinds of smuggling typify the infiltration of arms, ammunition and supplies into South Vietnam to the support of the Viet Cong terrorists. The first is one that has plagued authorities in that part of the world for centuries, and is the more aptly termed "infiltration." It involves the laborious process of hop, skip and jumping small bundles of supplies down the coastline, either in commandeered fishing boats or Viet Cong owned and operated freighters disguised as fishermen.

Though time consuming, it is perhaps the most successful means, due to the difficulties involved in stopping and searching the thousands of boats off the coast at any one time.

The second kind is more dangerous, and its discovery was one more factor for setting in motion the U.S. Navy's full scale participation in the anti-communist effort south of the 17th Parallel.

JUNK WATERS—Native fishermen sail their junks in waters along Vietnam coast.

IT CAME TO LIGHT with the discovery and destruction of a small steel-hulled seagoing freighter unloading large quantities of supplies at Vung Ro Bay, north of Nha Trang, in mid-February. Enough equipment was captured, as estimated by U.S. Navy intelligence advisors, to outfit an entire Viet Cong battalion at one time.

It was thought that the freighter escaped detection by Coastal Force units by the simple expedient of "perpendicular penetration," a tactic whereby the smuggler sails a vessel from some communist port and remains well out to sea, following a course roughly parallel to the coast but far beyond range of detection by any local or patrolling force. When it reaches a point on its course opposite its ultimate destination, the invader then runs straight into the point on the coast where it is to rendezvous with local terrorist units. Thus it avoids contact with coastwise patrolling forces.

It was also determined from the wreck of the Vung Ro invader that it mounted enough armament to dispose of any of the smaller patrol vessels inquisitive and unfortunate enough to gain contact.

BECAUSE OF THIS LATTER technique —a bigger supply effort and therefore a potentially more dangerous one—the Republic of Vietnam requested the assistance of the U.S. Navy in policing the tortuous coast-

Coastal Surveillance

line, and began what is now known as *Operation Market Time.*

The Vietnamese government took a number of steps to tighten their defenses: First, they declared their territorial waters up to the three-mile limit to be a "Defensive Sea Area," within which any vessels not clearly engaged in innocent passage would be subject to arrest and disposition in accordance with the laws of the Republic of Vietnam.

Secondly, they announced that they would begin to exercise control over passage of vessels through the contiguous zone extending to twelve miles from their coast, to the extent necessary to prevent infringement of their customs, fiscal, immigration and sanitary regulations.

They also declared that they would take any steps necessary beyond the twelve-mile contiguous zone to prevent any infringement of their laws by vessels reasonably believed to be South Vietnamese, even though they might be flying a foreign flag or refusing to show one at all.

THE U.S. NAVY DESTROYERS USS *Black* (DD 666) and USS *Higbee* (DD-806) were dispatched from Task Force 71, an element of the Seventh Fleet, and were on station by March 16. The two pioneering ships were soon joined by a cruiser, more destroyers, ocean and coastal minesweepers, support vessels, and patrol aircraft of various types.

The counter-infiltration effort was given real impetus when, after a month of only standing by and reporting suspicious vessels, American Navy units were given the green light to stop and search coastal traffic. Vietnamese liaison officers and men, stationed aboard each vessel, gave them the authority they needed to actively lend a hand in the enormous task.

Originally under the direct control of the Commander of the Seventh Fleet, Vice Admiral Paul P. Blackburn, Jr., Task Force 71 (the ships participating in *Market Time*) was put under Commander, Cruiser-Destroyer Flotilla Seven, Rear Admiral Edwin S. Miller, on March 29. On May 30 Task Forces 71 and 72 were placed under the command of Rear Admiral Richard L. Fowler, who is now charged with overseeing the close cooperation between the Task Forces, the Vietnamese Navy, and the U.S. Naval Advisory Group in Vietnam.

IN ADDITION TO the units of the U.S. and Vietnamese Navies who do the actual patrolling, investigating and apprehending, officers and men of the two navies man five Coastal Surveillance Centers, situated at intervals along the length of the South Vietnamese coast.

Located at An Thoi on Phu Quoc Island near the Cambodian border, at Vung Tau, southeast of Saigon, at Nha Trang and Qui Nhon in the Second Naval Zone and at Da Nang near the northern border, the Surveillance Centers are burdened with the task of keeping track of all patrolling and suspect ships, coordinating the latters' apprehension, and in general running the operation from start to finish.

The suspect vessels are located by either a U.S. or Vietnamese unit, and their tracks and speeds are plotted on maps corresponding to the various areas of surveillance.

The size and layout of the Surveillance Centers varies from place to place according to the available facilities, and is never impressive by jet-age standards.

For instance, the Center at Vung Tau is situated on top of a hill with a commanding view of the general area, in a part of the old Cap St. Jacques Lighthouse. The octagonal room is only about fifteen feet in diameter, its walls covered with charts and maps. Both American and Vietnamese personnel work closely together.

AT THE SURVEILLANCE CENTER at Nha Trang the situation is a little different. The Vietnamese Navy operates in a large room of about 50

ON THE JOB—Navymen with Vietnamese inspect junk. *Rt:* XO of *USS Firm* (MSO 444) hands out a pack of cigarettes.

ON AIR—Vietnamese and U.S. Navymen check shipping from *Neptune* while on Operation Market Time.

feet by 30 feet, one entire wall of which is a detailed map of the coastline from Binh Dinh Province to Binh Tuy in the south. Their U.S. counterparts work apart in a small room to the side, where they monitor operations over several radios set up against one wall. Other Coastal Surveillance Centers are even simpler, with more of a "radio shack" atmosphere than that of a "war room."

While active participation by U.S. ships in the actual stop-and-search operations is only a recent thing, unusual side effects of open American activity are already being noticed by the crews of ships stationed off the coast of Vietnam.

"Civic action" is a psychological warfare term used to denote efforts on the part of Vietnamese government representatives and American advisors and other personnel to raise the standard of living of the average farmer and fisherman by means of education, aid, gifts and example. Nowhere are the results of the U.S. Navyman's legendary open-handedness more obvious than in the coastal areas of South Vietnam where ships of the U.S. Seventh Fleet are operating in support of *Market Time*.

Where fishermen and freighters in Southeast Asia have been naturally wary of authority in the past, due in part to the traditionally repressive measures of former regimes in the area, they are only too happy to submit to investigation by U.S. vessels. Technical assistance, food, cigarettes and candy for the children await the innocent toilers.

CALLED "VISITING PARTIES," inspection teams usually consist of five members: a U.S. officer, a Vietnamese officer, and a signalman, damage controlman and gunner's mate. Some of them have sent back the most unusual and encouraging reports, as in the case of the radar picket escort destroyer USS *Vance* (DER 387), which reported a recent incident where only two junks were hailed and five responded and came alongside for inspection, all apparently both willing and eager.

On the salvage ship USS *Reclaimer* (ARS 42), instant snapshots are usually taken of the junks and their crews, and passed out among the fishermen with great good humor on everyone's part. In addition, on one "visited" junk some broken machinery, a rocker-arm of the boat's engine, was welded in the *Reclaimer's* shipfitters shop and restored with an additional gift of rice and canned tuna. The junk crew was extremely appreciative and told the Vietnamese liaison officer that they gave the *Reclaimer's* crew "a thousand thanks for their friendly assistance and gifts.

As well as these more unusual benefits accrued by the innocents, most American and Vietnamese patrol ships make a practice of leaving a token gift of cigarettes, food and candy as compensation for the inconvenience of the visits. The net result of the Operation will undoubtedly have more dividends than mere surveillance.

Another facet of U.S. Navy participation in the South Vietnamese struggle against aggression is the use of Navy guns—from the eight-inchers on the guided missile cruiser USS *Canberra* (CAG 2) to the three-inchers and 40-millimeters on the smaller patrol craft—in action against the Viet Cong.

An example of its effectiveness is the recent battalion-strength attack on the Phan Thiet District Headquarters, where five-inch gunfire from the USS *Somers* (DD 947) contributed to the rout of the attackers, accounting for 12 Viet Cong dead and another 30 wounded. Thus the gray ships stand double duty on station off the war-torn coast, giving battle to the terrorists in addition to interdicting one of their most vital supply routes—the open waters of the South China Sea.

—Story by Thomas L. Moore, JO2, USN
—Photos by Jean C. Cote, PH1, USN

ON WATER—U.S. Navymen and their ships are taking part in the big job of searching ships for contraband.

DRAGONS compete in Taiwan event. *Rt:* Opening ceremony. *Below:* VIP dragon teams at reviewing stand after race.

They Rode a Dragon

One day while out dragging a dragon . . . er, that is, while racing some other dragon . . .

Well anyway, in a recent dragon race our team had the fastest dragon and won a trophy.

See, there was this bunch of dragons about to be entered in a race (it's always done about this time of year—in honor of Chu Yuan, a Chinese poet).

We all know that when in Rome we should do as the Romans do. So shifting the geographical emphasis and applying a corollary, it's understandable that the men of Headquarters Support Activity, Detachment Five, could not restrain themselves from racing one of those dragons on Taiwan. Right? Everyone else in the town of Kaohsiung was doing it, including the people from City Hall.

"Let's get ourselves a dragon racing team men," says the Detachment Five officer in charge. "All we need is 27 men with plenty of stamina."

"Sure," said the local officials, "We'd be glad to let the U. S. Navy in on the fun."

The dragons are oar-propelled boats guided by an after tiller.

Before the big event, four short practice sessions proved to the Navy entrants that a dragon is not easily moved. Not once were they able to sustain themselves over the entire half-mile course.

Not to worry, however. Everyone knew the contest was to be all in fun, and there were no professionals among the competitors. The Navy crew was entered in the VIP race. They were to race with local school officials and the City Hall team.

Even if they couldn't row the whole course, the Navy team decided, after a not very impressive showing at practice, that they should dress for the occasion. Uniform of the day was prescribed as whites with coolie hats. *Hai-Lung* (Seadragon)—the team name—was stenciled across the back of each crewman's shirt.

Then the big day arrived. The banks of the Love River were lined with thousands of partisan spectators, including Navy dependents.

Ceremonies were observed, the Nationalist Chinese Frogmen gave demonstrations, and the race began.

When the starter's gun announced

the beginning of the VIP race, the Navy Seadragon did not falter. Much to their own surprise, the Seadragons not only completed the course at a race pace for the first time, but they won in their category.

To the victors went a trophy and a loud cheer from the watching crowds and their Chinese hosts.

OUT FRONT—US team leads way. *Rt:* Chinese UDT men perform. *Above:* Trophy is presented B. R. Winter, BU1, USN.

On patrol with the Junk Force.

Flagship USS *Oklahoma City* (CLG 5) shelled Viet Cong.

Vietnam Log: Seventh Fleet

AT A NEWS conference in Saigon, a U. S. military spokesman was answering reporters' questions about military operations in Vietnam. It was just before the monsoon season, in early June.

Asked about the pattern of Viet Cong attacks, he reported that there was no apparent change in pattern, but that the Viet Cong had significantly increased the tempo of their attacks recently.

Thus, with the approaching summer monsoons, earlier predictions of increased Viet Cong activity during this season were proving accurate.

U. S. military advisors had anticipated the stepped-up offensive because the monsoons create bad flying weather. Coordinated ground and air strikes present the South Vietnamese with the most effective means for fighting the Viet Cong.

But, as the monsoons set in, the U. S. and South Vietnamese air strikes continued, with no evidence of interference by nature.

Navy Seventh Fleet carrier-based aircraft continue to play a major role in these operations, both north and south of the 17th parallel.

In addition to air support, other Navy contributions to the war effort include almost daily fire support missions against Viet Cong concentrations in South Vietnam by Seventh Fleet ships, and construction of airfield facilities by Seabees. Navymen in South Vietnam numbered about 3500 as of early June (out of about 51,000 U. S. military personnel), with many thousands more on board Seventh Fleet ships participating in the action.

June brought the first confirmed kills of communist MIG fighters since fighting began in Vietnam. Three MIGs were shot down within four days by Navy carrier-based aircraft (see box for report). (Previously, one of four MIGs in a clash with four *Phantoms* near Hainan Island on 9 April was considered down. Pilots said it was afire when it disappeared into the clouds.)

Vietnam action has claimed the lives of five more Navymen since the last ALL HANDS report, which listed deaths through 2 Jun 1965. As of 1 July the total of Navymen killed in Vietnam stood at 31, with seven others listed as missing. A total of five Navymen, once listed as missing, have subsequently been rescued or have returned—three of the five returning to safety in June.

Of the five Navy deaths recorded since 2 June, major action in the battle at Dong Xoai in early June accounted for two. They were Seabees, the first Seabees killed in Vietnam. Another Navyman was killed in the terrorist bombing of the My Kanh floating restaurant in Saigon, one pilot was shot down over North Vietnam and one corpsman died from wounds received in a ground engagement.

AS PREVIOUSLY reported, ALL HANDS' roundups of Navy actions in Vietnam are based on dispatches from Saigon. They form a brief historical record of the role our sea forces are playing in the joint effort to break the will of communist North Vietnamese aggressors who are unlawfully perpetrating war against the government of South Vietnam.

Major participants in this action since the last report are the carriers USS *Midway* (CVA 41), *Oriskany* (CVA 34), *Bon Homme Richard* (CVA 31) and *Coral Sea* (CVA 43). Here is a capsule of daily actions:

2-4 June — USS *Canberra* (CAG 2) launched six shore bombardment fire support missions for Marines in South Vietnam.

4 June — Bon Homme Richard aircraft flew 85 sorties against communist targets in South Vietnam, with consistent "good hits" reported after dropping 53 tons of bombs, along with rockets and 20mm cannon fire.

5 June — Midway aircraft on armed reconnaissance missions over North Vietnam attacked bridges, boxcars and river craft. *Bon Homme Richard* aircraft inflicted extensive damage in the Ben Thuy port facility, 160 miles south of Hanoi.

6 June — Midway aircraft continued armed reconnaissance penetration of North Vietnam, destroying construction vehicles, bridges and boxcars. Other *Midway* aircraft attacked about 30 barges in the Song Ma River, seven miles from Vinh, damaging more than half of them.

Bon Homme Richard planes struck at port facilities in Vinh, scoring several hits with missiles and bombs, and later flew other armed reconnaissance flights over North Vietnam, striking several military targets.

7 June — Bon Homme Richard and *Midway* planes struck the Vinh army barracks, scoring many direct hits and causing substantial damage. *Midway* aircraft also bombed and strafed boxcars and barges in North Vietnam.

8 June — Bon Homme Richard aircraft bombed warehouses, a bridge and a petroleum storage facility in North Vietnam. *Midway* aircraft destroyed the Co Dinh power plant. Other *Bonnie Dick* planes restruck the Ben Thuy port facility.

9 June — 42 Midway and *Bon*

Junk is checked by patrol. Vietnamese orphan has new dress and friend.

Units Have Big Role

Jet leaves *USS Hancock* (CVA 19) for raid.

Homme Richard aircraft bombed the Vinh army barracks, a previous target, while other *Midway* planes continued route reconnaissance missions, striking at road and bridge targets.

10 June – Midway aircraft, on route reconnaissance missions, damaged boxcars, trucks and barges in North Vietnam. On another mission, another *Midway* plane struck at the Hon Matt Island radar site 154 miles south of Hanoi, inflicting considerable damage. During a later restrike at this site, which brought the estimated total destruction to 80-90 per cent, one *Midway Skyraider* was lost when the plane hit a ridge pulling away from the target. No chute was observed and the plane exploded upon impact. The pilot was killed.

Bon Homme Richard aircraft again struck the Vinh army barracks, causing further extensive damage, and attacked barges and lighters in the Song Ca river.

11 June – Midway aircraft struck Chanh Hoa army barracks, bridges, railroads and barges in North Vietnam.

12 June – Bon Homme Richard aircraft attacked bridges in North Vietnam.

Oriskany aircraft flew 83 sorties against Viet Cong targets in South

Prop-Driven Skyraiders Were No Phantoms to Downed MIGs

The first definite kills of enemy aircraft in Vietnam were credited to U. S. Navy pilots in June. During a stopover on the carrier USS *Midway* (CVA 41), while visiting Vietnam at that time, Secretary of the Navy Paul H. Nitze made the official public announcement.

Two F4 *Phantom* aircraft from *Midway* were flying combat air patrol missions north of other *Midway* and *Bonne Homme Richard* aircraft striking targets in North Vietnam on 17 June.

The *Phantom* pilots, LT E. D. Batson, Jr., USN, and CDR Louis C. Page, USN, were accompanied by radar intercept officers LCDR Robert B. Doremus, USN, and LT John C. Smith, Jr., USN.

Flying between 10,000 and 20,000 feet, about 50 miles from Hanoi, four MIGs were sighted approaching in loose trail formation.

The MIGs turned as if they were going to attack, but before they had a chance to fire, the *Phantoms'* missiles knocked down two of them. A parachute was seen opening above one of the falling, flaming MIGs. There was no word on whether the other communist pilot tried to bail out.

The dogfight lasted only 29 seconds, during which the other two MIGs fled. Each *Phantom* pilot fired one missile, accounting for the two kills.

Three days later (20 June) a four-plane flight of propeller-driven A1H *Skyraiders* from *Midway* were flying over North Vietnam on an armed reconnaissance mission when they were advised that MIGs were in the area.

The Navy pilots soon sighted the MIGs—about the same time the MIG jet pilots spotted them. The MIGs launched an attack, firing rockets.

Diving low in hopes of eluding the MIGs, the Navy pilots performed a few choice maneuvers, began dodging through the hills and flying in circles. They were closely pursued by rocket-firing MIGs.

Finally managing to separate the two attackers, two of the Navy *Skyraiders* got fire position on one MIG and delivered many rounds of cannon fire into it. The MIG, hit badly, crashed and burned.

The other MIG climbed and cleared out of the area.

Adding to the drama for one of the Navy pilots, who was credited with a one-half kill, was a silenced radio.

LT Clinton B. Johnson, USN, reported afterward that the whole incident came as quite a surprise to him. He was not aware that his radio was out, and had not received warning of the approaching MIGs. Suddenly he saw tracer rounds firing past his canopy.

After that, he was not long in sizing up the situation. While eluding the MIG during a second pass, he saw the other MIG closing on a squadron mate's tail. It was then that he and his wingman, LTJG Charles W. Hartman, USN, shot down the MIG.

Other pilots involved were LCDR Edwin A. Greathouse, USN, and LTJG Jim S. Lynne, USN.

Supplies are off-loaded from LCM.

Crusader returns to USS Coral Sea. Crew of USS Rowan now wears Junk Force beret.

Vietnam, destroying 53 structures, 14 huts and one sampan and damaging an additional 36 structures, 10 huts and numerous gun emplacements.

Midway aircraft struck the Yen Phu army barracks on the coast of North Vietnam 116 miles south of Hanoi. In further armed reconnaissance missions over North Vietnam, *Midway* aircraft struck trucks and bridges.

13 June — Bon Homme Richard aircraft struck the Thien Linh Dong army supply depot 90 miles south of Hanoi. The target was reported 80 per cent destroyed. Other "*Bonnie Dick*" planes flew armed reconnaissance missions over North Vietnam. *Midway* aircraft again struck the Yen Phu barracks.

14 June — Midway aircraft destroyed a steel girder bridge about 150 miles south of Hanoi, and made two restrikes on the Yen Phu barracks, causing further damage to the facility. *Oriskany* aircraft flew 118 sorties against Viet Cong targets and troop concentrations in South Vietnam, destroying 42 buildings and storage facilities.

15 June — Bon Homme Richard aircraft flying route reconnaissance missions over North Vietnam struck two bridges on a main route south.

16 June — Bon Homme Richard and *Midway* aircraft made successive strikes against the Yen Phu barracks, destroying several more buildings. *Oriskany* aircraft flew 121 sorties against Viet Cong concentrations and strongholds in South Vietnam, destroying 141 structures and damaging 57 others.

17 June — Oriskany aircraft flew 80 sorties against Viet Cong concentrations and strongholds in South Vietnam, destroying 82 structures and five sampans. *Midway* aircraft on route reconnaissance missions over North Vietnam bombed barges, highways and boxcars.

Later, *Oriskany* aircraft flew north of the demilitarized zone to inflict damage on three highway bridges and also damaged barges in the Gulf of Tonkin. Other *Oriskany* aircraft flew 80 sorties against Viet Cong targets in South Vietnam.

Two F-4 *Phantoms* from *Midway* shot down two Communist MIG-17s over North Vietnam when their combat air patrol was approached by four MIGs. The other two MIGs disappeared.

18 June — Midway and *Oriskany* aircraft flew north of the demilitarized zone once again, attacking a number of targets including barges, boxcars and bridges. Extensive damage was reported. Other action by *Oriskany* aircraft involved a total of 30 sorties against Viet Cong concentrations and structures in South Vietnam.

19 June — USS Oklahoma City (CLG 5) conducted two separate gunfire missions against Viet Cong areas in South Vietnam with "excellent results."

A flight of six *Oriskany*-based planes conducted an armed reconnaissance flight over North Vietnam, striking highway targets 150 miles south of Hanoi. Others bombed the Phu Qui army barracks, boxcars and bridges, while others flew 72 sorties against Viet Cong positions in South Vietnam.

20 June — Midway aircraft struck the Vinh Son supply depot 150 miles south of Hanoi, destroying 40 per cent of the target area. Heavy flak was encountered, but all planes returned safely to the carrier. Other strikes were made against storage caves, a parking area and tank farm.

Four prop-driven A1H *Skyraiders* from *Midway*, on a mission over North Vietnam, were attacked by two MIG jet fighters. One MIG was shot down and the other escaped after a five-minute engagement. All U.S. planes returned safely to *Midway*.

Bon Homme Richard aircraft flew 80 sorties against Viet Cong targets in South Vietnam.

21 June — Midway aircraft flew route reconnaissance missions over North Vietnam and also struck the Moc Chau army barracks and a petroleum storage facility, while *Oriskany* aircraft bombed two rail-

Navymen Killed in Action in Vietnam Since 2 Jun 1965

NAME	DATE	ACTION
DOUGHTIE, Carl L., LTJG, USN	6-10-65	Shot down in aircraft from *Midway* over North Vietnam.
HOOVER, William C., SWF2, USN	6-10-65	Killed in village of Dong Xooi.
SHIELDS, Marvin G., CMA3, USN	6-10-65	Killed in village of Dong Xooi.
ACOSTA, Germon P., SD1, USN	6-25-65	Killed in bombing of My Konh floating restaurant in Saigon.
STILES, Charles W., HM2, USN	6-29-65	Died from gunshot wound received in hostile engagement.
Brown, William L., LT, USN	7-9-65	During attack on Junk Division headquarters
Stein, Leon C., BM1, USN	7-9-65	During attack on Junk Division headquarters
Dionne, Robert P., HN, USN	7-14-65	After mortar explosion in friendly area
Bennett, Daniel J., HM3, USNR	7-17-65	In a ground operation

USS Windham County landed Marines. *Rt: Bon Homme Richard* bombed the enemy.

road bridges, a highway bridge and three barges. *Oriskany* planes also flew about 60 sorties against Viet Cong targets in South Vietnam.

22 June – Midway, Bon Homme Richard and *Oriskany* aircraft continued strikes in North Vietnam, again bombing the Vinh Son supply depot 150 miles south of Hanoi, bridges, barges and other military targets. *Bon Homme Richard* aircraft flew 79 sorties against Viet Cong targets in South Vietnam.

23 June – Midway aircraft continued route reconnaissance flights over North Vietnam, striking several military targets and an underground petroleum storage facility. *Midway* planes restruck the Moc Chau army barracks twice, inflicting greater destruction.

Bon Homme Richard aircraft flew over 70 sorties, bombing and strafing Viet Cong concentrations and associated structures in South Vietnam.

24 June – Midway and *Oriskany* aircraft again struck the Vinh Son supply depot, the Moc Chau army barracks, bridges and a barge in North Vietnam.

Bon Homme Richard aircraft flew 60 sorties against Viet Cong concentrations and associated structures in South Vietnam.

25 June–Coral Sea, Midway and *Oriskany* aircraft continued route reconnaissance flights over North Vietnam, striking several military targets. One Navy A4 *Skyhawk* was lost and the pilot is missing.

In addition, *Midway* aircraft conducted two separate strikes against the Qui Hau ammunition depot, 50 miles south of Hanoi. Severe damage was reported.

Later, on their first day in action after a short rest, *Coral Sea* pilots struck the Hon Matt Island radar site off the coast of North Vietnam and bombed railroad targets south of Hanoi. *Bon Homme Richard* aircraft flew 90 sorties against Viet Cong targets in South Vietnam.

26 June–Coral Sea, Midway and *Oriskany* aircraft continued route reconnaissance flights over North Vietnam, bombing several military targets, including restrikes on the Qui Hau ammunition depot. *Bon Homme Richard* planes flew 73 sorties against Viet Cong concentrations and structures in South Vietnam.

27 June–Midway aircraft restruck the Qui Hau ammunition depot 50 miles south of Hanoi. Other *Midway, Oriskany* and *Coral Sea* aircraft flew route reconnaissance missions over North Vietnam, making several strikes. *Bon Homme Richard* aircraft flew 88 sorties against Viet Cong targets in South Vietnam.

28 June–Oriskany and *Coral Sea* aircraft flew armed reconnaissance missions over North Vietnam, striking military targets, including a communications installation on Tiger Island. *Bon Homme Richard* aircraft flew 72 sorties against Viet Cong targets in South Vietnam.

29 June–Coral Sea and *Oriskany* aircraft conducted armed reconnaissance flights over North Vietnam, attacking bridges, barges, a radar site and road targets. *Bon Homme Richard* aircraft flew 91 sorties against Viet Cong concentrations in South Vietnam, 71 of which were in direct close air support of friendly operations against Viet Cong elements.

30 June–Oriskany and *Coral Sea* aircraft hit railroad and highway targets in North Vietnam. They also launched two intensive strikes against the Vinh airfield. *Coral Sea* aircraft destroyed the Sam Son radar site 90 miles south of Hanoi.

A Navy pilot escaped injury when his A1 *Skyraider* plunged into the sea shortly after taking off from *Oriskany*. He was rescued by the destroyer USS *Perkins* (DD 887).

30 June–Bon Homme Richard air-

USS Pollux (AKS 4) supplies TF 77 ship.

craft flew 90 sorties against Viet Cong concentrations in South Vietnam.

1 July – Independence and *Bon Homme Richard* aircraft flew a total of 167 sorties against Viet Cong concentrations in South Vietnam.

1 July–Coral Sea aircraft conducted a 20-minute strike against the Dong Hoi airfield, 35 miles north of the demilitarized zone and later struck the Vinh airfield in North Vietnam.

2 July–Oriskany aircraft flew missions against a variety of targets in North Vietnam on three separate strikes. They attacked road and river targets, the Bon Ron Xa military complex and the Nam Dinh oil storage depot.

USS *Buckley* (DE 51) bombarded 166 targets in South Vietnam with her five-inchers. USS *Hanson* (DD 832) later mounted a second fire support mission from off the coast, zeroing in on a Viet Cong installation and staging area located 350 yards from a friendly village. All shells hit directly on the target, with no damage to the village.

3 July–Independence aircraft bombed the Qui Hau ammunition depot 45 miles from Hanoi. Other *Independence* and *Coral Sea* planes flew several armed route reconnaissance missions over North Vietnam, striking road and river targets.

Oriskany aircraft flew 80 sorties against Viet Cong positions in South Vietnam.

4 July–Coral Sea aircraft restruck the Qui Hau ammunition depot and several road targets in North Vietnam. *Independence* planes continued armed route reconnaissance missions

in the north. *Oriskany* aircraft flew about 90 sorties against Viet Cong positions in South Vietnam.

5 *July—Coral Sea* and *Independence* aircraft conducted strikes on highway, river and railroad targets in North Vietnam. *Oriskany* aircraft flew 95 sorties against Viet Cong positions in South Vietnam.

6 *July—Coral Sea* and *Independence* aircraft struck highway, river and railroad targets in North Vietnam. *Oriskany* aircraft flew about 100 sorties against Viet Cong positions in South Vietnam.

7 *July—Coral Sea* and *Independence* aircraft struck railroad, river and highway targets and radar sites in North Vietnam. They later made two strikes on the Qui Hau ammunition depot 45 miles south of Hanoi, inflicting extensive damage.

Oriskany aircraft flew 100 sorties against Viet Cong positions in South Vietnam. *Independence* and *Coral Sea* aircraft flew 20 sorties over South Vietnam in support of amphibious operations being conducted in Binh Dinh province.

8 *July—Coral Sea* aircraft knocked out an antiaircraft site 150 miles south of Hanoi. *Independence* planes attacked barges, bridges and the Bai Thong barracks in North Vietnam.

A Naval officer on coastal surveillance patrol north of Saigon was wounded in the leg during an attack, but was not considered in serious condition.

Oriskany aircraft flew 90 sorties against Viet Cong concentrations in South Vietnam.

9 *July—Coral Sea* and *Independence* aircraft continued armed reconnaissance missions over North Vietnam, striking a variety of targets. Other *Coral Sea* planes bombed the Ben Thuy port facility on inland waters about 165 miles south of Hanoi.

A Viet Cong battalion overran Junk Division Headquarters in Chu Lai area of South Vietnam. U. S.

From Riding Shotgun to Air Duels,

Behind the headlines, Navymen go about their jobs in Vietnam as they do throughout the world. Their tasks are not always spectacular, but they are essential. Here's a round-up of varied Vietnam duty afloat, on shore and in the air.

Canberra

USS *Canberra* (CAG 2) recently carried out six separate fire support missions for U. S. Marines and Republic of Vietnam Army troops within a 48-hour period in South Vietnam.

Canberra's eight-inch and five-inch guns pounded Viet Cong positions in villages and trench systems along the South Vietnamese coast and, in one special mission, prepared the way for Vietnamese army forces to advance to the assistance of a beleaguered South Vietnamese naval installation.

This intensive shore bombardment was the first time since the Korean conflict that a U. S. Navy cruiser shelled enemy troop concentrations, and it was also the first time *Canberra* has employed her big guns against enemy forces since 1944, when she saw combat duty in the Western Pacific.

It was not *Canberra's* first difficult assignment in the South China Sea, however.

For, in the course of her assignment with the Seventh Fleet and the newly created Task Force 71 (Coastal Surveillance Force), *Canberra* had already established herself as a highly skillful jack of all trades. She carries the flag of Commander Cruiser-Destroyer Group, Seventh Fleet, and supports a communications network required by the embarked staff.

Canberra has provided the U. S. Air Force with an alternate early warning and air control radar system in the I Corps area of South Vietnam. Once her air controllers handled between 20 and 200 aircraft daily for over 40 straight days. She also steamed continuously within sight of land and was immediately available for gunfire support when the Marines landed at Chu Lai and Hue-Phu Bai, and during landings at Da Nang.

The Commander U. S. Pacific Fleet has commended *Canberra* for her contribution to electronic warfare. The ship's medical and dental departments have given prompt professional treatment to transfer cases from other ships in the force; her antiaircraft guns and missiles are used to cover neighboring operating units in her area.

And in May, *Canberra* became the first combatant ship of the Seventh Fleet to steam along the coastal route of a Marine truck convoy, riding shotgun, as it were, for this moving column.

Since leaving the States in January, *Canberra* has spent over 80 per cent of her total operating time at sea and has steamed the equivalent of more than one and a half times around the world.

Seabees

Chief Carl Harris glances out of his tent, which serves as a field office, to where tanned Seabees, working bareback, are building footings for a warehouse. Then he glances at the sky, gloomily noting signs of rain.

As a construction supervisor in Mobile Construction Battalion Three, now based at the Da Nang air base in South Vietnam, Harris is concerned about both the construction project and the threatening rain.

MCB Three Seabees are finishing a home camp at Da Nang, in preparation for many construction projects in South Vietnam.

Their job is not glamorous, but it is important. It includes engineering and construction support for the Third Marine Amphibious Force, such as grading and paving roads, building a living cantonment for the Marines, constructing a 1000-bed hospital, wharf facilities, and the 100-and-one odd jobs for which Seabees have become famous.

With monsoon season at hand, the weather becomes a major factor when scheduling work. Even the resourceful Seabees find it difficult to prevent heavy rain from washing away newly poured concrete.

Situated in a former tobacco field, the new Seabee camp offers a striking contrast to the surrounding countryside. The roar, clang and bang of heavy construction equipment now punctuates the waning serenity of the area, where nearby farmers plow rice paddies using water buffalo.

It's all part of the changing scene in Vietnam.

Conspicuous Gallantry

Six Silver Star Medals and distinguished flying crosses were awarded to Navy pilots and flight officers aboard USS *Midway* (CVA 41) recently by Vice Admiral Paul P.

Marines and the destroyer USS *Black* (DD 666) were brought into action. Two Navymen—an officer and enlisted man serving as advisors to the Junk Force, were killed.

Oriskany aircraft flew 90 sorties against Viet Cong concentrations in South Vietnam.

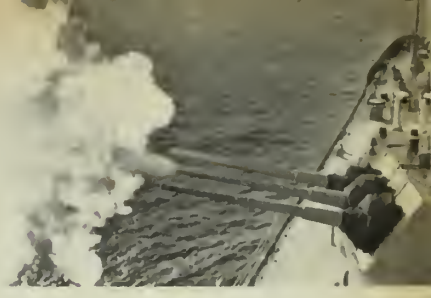
10 July—Coral Sea and *Independence* aircraft bombed railroad, river and road targets, the Ben Thuy port facility and two barracks installations in North Vietnam. *Oriskany* aircraft flew 100 sorties against Viet Cong positions in South Victnam, destroying 130 structures, damaging 150 others and killing an estimated 230 Viet Cong troops.

11 July—Coral Sea and *Independence* aircraft struck barracks, road, river and port targets in North Vietnam. *Oriskany* planes flew 90 sorties against Viet Cong concentrations in South Vietnam.

12 July—Oriskany aircraft flew 70 sorties against Viet Cong positions in South Vietnam, destroying 580 structures and inflicting further casualties.

13 July—Oriskany aircraft flew 80 sorties against Viet Cong concentrations in South Vietnam.

14 July—Coral Sea aircraft bombed and destroyed a radar site in North Vietnam. *Independence* aircraft destroyed an important bridge and other targets in North Vietnam.



USS *Canberra* (CAG 2) bombarded coast.

14 July—A Navy corpsman was killed and another injured by mortar fire as their Marine platoon was being briefed for a patrol.

An air armada of U. S. aircraft, including 28 Navy carrier-based

Navymen Are Where the Action Is

Blackburn, Commander Seventh Fleet.

The medals were awarded to the officers for conspicuous gallantry and intrepidity in action over North Vietnam, when they shot down three Communist North Vietnamese MIG jet fighters.

Fighter Squadron 21 officers receiving the Silver Star for action in 17 June, when they shot down two MIGs, are: Commander Louis C. Page, USN, and Lieutenant Jack E. D. Batson, Jr., USN, both pilots, and Lieutenant Commander Robert B. Doremus, USN, and Lieutenant John C. Smith, Jr., USN, both radar intercept officers.

Two A1 *Skyraider* pilots of Attack Squadron 25, credited with shooting down another MIG on 20 June were also decorated with the Silver Star. They are Lieutenant Clinton B. Johnson, USN, and Lieutenant (junior grade) Charles W. Hartman, USN.

Two other VA-25 pilots were awarded the Distinguished Flying Cross for their roles in the 20 June air battle. Decorated were Lieutenant Commander Edwin A. Greathouse, USN, and Lieutenant (junior grade) Jimmy S. Lynne, USN.

Rowan's Berets

Crewmembers of the Seventh Fleet destroyer USS *Rowan* (DD 782) now wear the black beret with junk insignia, traditionally worn by members of the Republic of Vietnam Junk Division.

Rowan crewmen were awarded these berets for their work with the Junk Division in the Nha Trang, Qui Nhon and Da Nang areas.

The ceremony took place in Qui Nhon, while *Rowan's* boarding and search team and members of Junk Division 22 discussed their procedures and experiences in countering Viet Cong and North Vietnamese attempts at infiltration by sea.

In addition to surveillance and anti-infiltration patrols, *Rowan* has been assigned 20 naval gunfire support missions against Viet Cong strongholds, and in defense of friendly forces.

The ship has fired over 700 rounds of five-inch high explosive projectiles, as well as participating in night engagements by providing flare illumination to prevent infiltration by Viet Cong guerillas.

Independence—Where the Action Is

USS *Independence* (CVA 62) has gone west, young man, where the action is. In mid-May she transferred from the Atlantic to the Pacific, and on 5 Jun chopped to COMSEVENTHFLT.

It was only a short time after that when action came her way. On 1 July *Independence* pilots began flying bombing missions against Viet Cong concentrations in South Vietnam. Two days later they were over North Vietnam, bombing the Qui Hau ammunition depot about 45 miles from Hanoi.

Regular missions over North Vietnam have been flown almost daily since that time.

The modern carrier came well prepared for battle. In addition to carrying squadrons of A4 *Skyhawks*, F4 *Phantoms* and RA5 *Vigilantes*, *Independence* also has embarked a squadron of the Navy's new aircraft—the A6 *Intruder*.

This is a sub-sonic, all-weather, high or low altitude performer that can deliver a wide variety of weapons. It has a range of thousands of miles and is designed for use against moving targets and for pinpoint bombing missions.

Independence-based *Intruders* were flown in action over North Vietnam for the first time on 5 July, conducting armed route reconnaissance missions.

Ride on an LST

USS *Windham County* (LST 1170) does what comes naturally to help U. S. forces in South Vietnam. She churns right up to shore, drops her bow ramp, and begins off-loading Marines and supplies.

Ashore, Seabees from MCB 10 are busy leveling an airfield site. *Windham County* has delivered the aluminum matting which will form runways.

A unit of the Third Marine Amphibious Force says cheerio and thanks for the ride to *Windham County* crewmen. In the extreme heat of the afternoon, unloading operations move slowly. As the evening temperature drops the pace quickens.

Marine howitzers nearby are thumping away at suspected Viet Cong positions. Lights blaze the way as work continues through the night.

A certain sense of urgency pervades the area. This is not an exercise.

But thanks to many exercises and much training in times past, the operations continue without a hitch.

USS Southerland (DD 743), screen plane guard for striking force.

U. S. and Vietnamese Navymen meet on patrol.

planes, carried out a four-hour attack on an important Viet Cong area 30 miles from Quang Ngai City in South Vietnam. Other *Oriskany* aircraft flew 70 sorties against Viet Cong positions in South Vietnam.

15 July—Independence and *Coral Sea* aircraft attacked several highway and railroad targets in North Vietnam. *Oriskany* aircraft flew 110 sorties against the Viet Cong in South Vietnam.

16 July—Coral Sea and *Independence* aircraft struck a variety of targets in North Vietnam, including an airfield and two radar sites. One *Coral Sea* plane went down at sea due to mechanical failure. The pilot was rescued uninjured by USS *Hoel* (DDG 13).

Secretary of Defense Robert S. McNamara arrived in Saigon on a five-day, fact-finding trip, accompanied by returning Ambassador Henry Cabot Lodge.

17 July—Independence aircraft struck highway and railroad targets in North Vietnam on three separate route reconnaissance missions.

18 July—Independence aircraft struck bridges and the Ham Rong port facility during several sorties over North Vietnam. Over the Ham Rong target, where pilots encountered heavy antiaircraft fire, one Navy plane was downed. The pilot and crewman bailed out over land and were presumed captured.

Oriskany aircraft flew 100 sorties against Viet Cong concentrations in South Vietnam.

19 July—Coral Sea aircraft flew several missions over North Vietnam, bombing the Ban Yom Lom barracks, the Cap Mui Ron radar site, the Ben Thuy port facility and bridges and river targets. *Independence* planes bombed bridges and river targets, and made restrikes on previous targets of *Coral Sea* aircraft.

Bon Homme Richard aircraft flew 90 sorties against Viet Cong positions in South Vietnam.

USS *Ingersoll* (DD 652), operating as a unit of the Coastal Surveillance Force, conducted off-shore gunfire support for an hour and a half, firing 120 rounds of five-inch ammo at Viet Cong positions in South Vietnam. USS *Oklahoma City* (CLG 5) also conducted a one-hour gunfire support mission with her five and six-inch guns. about 130 miles southeast of Da Nang. This was the ship's second mission in this target area.

20 July—Eight Coast Guard cutters arrived in Da Nang to begin duties with the Coastal Surveillance Force. *Independence* and *Coral Sea* aircraft again struck the Xom Lom barracks in North Vietnam; other targets included barges, trucks, a radar site and bridges.

Bon Homme Richard aircraft flew 100 sorties against Viet Cong concentrations in South Vietnam.

USS *Dennis J. Buckley* (DE 51) conducted shore bombardment missions for the second day against Viet Cong positions in the Binh Lam special zone of South Vietnam. Spotters reported significant damage inflicted on Viet Cong facilities. USS *Oklahoma City* again conducted fire support missions against two Viet Cong assembly areas in South Vietnam.

21 July—Coral Sea and *Independence* aircraft struck river, railroad, highway, port, radar and other military targets in North Vietnam during several armed reconnaissance missions. *Bon Homme Richard* aircraft flew 105 strike missions against Viet Cong concentrations in South Vietnam, inflicting considerable damage.

20-22 July—USS *Stoddard* (DD 566), assigned to the Da Nang harbor defense, fired 249 rounds of five-inch ammo against Viet Cong concentrations in the area. On the 22nd, *Ingersoll* continued firing on a Viet Cong headquarters 120 miles south of Da Nang.

Also, *Coral Sea* and *Bon Homme Richard* aircraft flew a total of 125 strike sorties against Viet Cong concentrations in South Vietnam.

At night, *Stoddard* and USS *John R. Craig* (DD 885) joined forces in a mass fire support mission against Viet Cong concentrations in South Vietnam.

23 July—Independence aircraft struck highways, bridges, communications installations and the Hon Me radar site in North Vietnam. USS *Ingersoll* bombarded a Viet Cong command post and radio station in South Vietnam.

Combined efforts of Vietnamese Junk Division 22, two U. S. Seventh Fleet ships and USAF aircraft accounted for 22 Viet Cong junks destroyed and an estimated 50 Viet Cong killed near Qui Nhon, when the enemy boats were discovered off-loading ammunition in South Vietnam. During the ensuing strike, USS *McMorris* (DE 1036) and USS *Perkins* (DD 877) fired on the targets from off-shore.

24 July—Independence and *Midway* aircraft bombed the Dong Hoi barracks and other targets in North Vietnam. *Bon Homme Richard* aircraft flew 95 sorties against Viet Cong concentrations in South Vietnam.

25 July—Independence and *Midway* aircraft struck a variety of targets in North Vietnam while on armed reconnaissance missions.

1-15 August—The tempo of Navy operations continued at a fast pace for air units, coastal surveillance forces and other afloat units involved. ALL HANDS will continue to report the action in future issues.

IN STEP—Sixth Fleet band marches in French Mardi Gras parade and *(right)* plays during underway replenishment.

6th Fleet Notes

THE U. S. Sixth Fleet's primary mission is combat readiness, but there is one group of sailors with the fleet who spend much of their time making friends.

They are the 23 men of the Sixth Fleet Band, whose music has been heard in concerts and on radio and television from Lisbon to Lebanon during *USS Springfield's* goodwill visits to foreign ports as Sixth Fleet flagship.

Assigned to the flagship for ceremonial purposes, the musicians are called upon to render protocol honors when military or civilian dignitaries come aboard.

Once the protocol visits are over, the band begins a round of public concerts, broadcasts and programs at local schools, hospitals and elsewhere, as part of the Fleet's secondary mission—People-to-People.

Performances are given both as a 23-piece concert ensemble and as a 17-piece dance band. At outdoor concerts, the program is usually divided 50-50, beginning with the formal concert arrangements and winding up with Dixieland jazz favorites.

During the past year, the band has played concerts or been on the air in such Mediterranean cities as Naples, Athens, Cannes, Barcelona, Palma, Genoa, Istanbul, Livorno. Dubrovnic, Beirut, Izmir, Lisbon, Venice, Gibraltar and Trieste.

In addition to their activities, ashore, the bandsmen have a full schedule of duties while at sea. They stand various underway watches, and always play topside when the flagship is alongside another ship for refueling, transferring personnel, or taking on supplies.

The band also provides music for *Springfield's* religious services, plays impromptu concerts on the fantail of an evening, and turns out combos for mealtime music and ship's parties.

And they practice their international language—music—for the next port visit and goodwill visit.

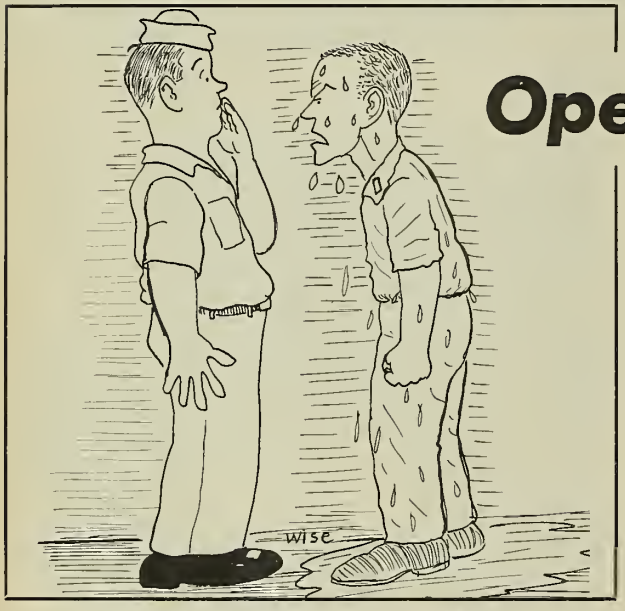
COLORS—Band plays for raising of U. S. colors in Spain.

SECOND LT P. B. Kincade, USN

"I tell yau, Herman, I knaw that guy in the foul weather jacket fram same place."

FIRST LTJG L. V. Zayauskas, USN

THIRD Charley Wise, HMCS,USN



"Next time they pass the word to 'Dip the Ensign' . . ."

Operation Ho-Ho-Ho

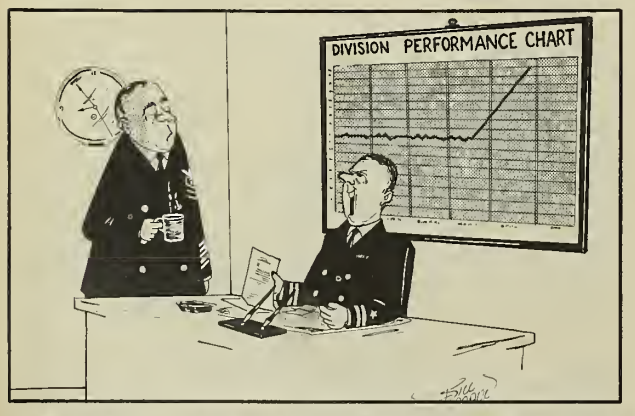
NOT TAKING ONE'S SELF too seriously is a virture which is aptly demonstrated each year by the contestants of the All Navy Cartoon Contest in which one of the rules specifies that entries must be on a Navy subject.

It is difficult—the experts say—to analyze what makes a cartoon funny and it is just as obvious this year, as in the years past.

The cartoons chosen as winners in this year's contest all rated hearty guffaws from the five judges. Nevertheless, picking a winner in this year's contest was no easier for the 1965 panel than it was for those judging the contest in any of the other years. The percentage of entries that were very good was unusually high.

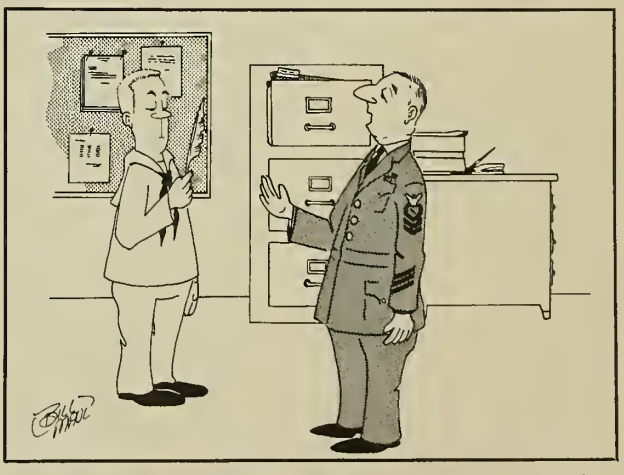
Having picked the winners, the All-Navy judges

FOURTH W. R. Maul, CTCA, USN



"Well, Chief . . . we discavered samething extremely interesting while yau were an leave!"

FIFTH W. R. Maul, CTCA, USN

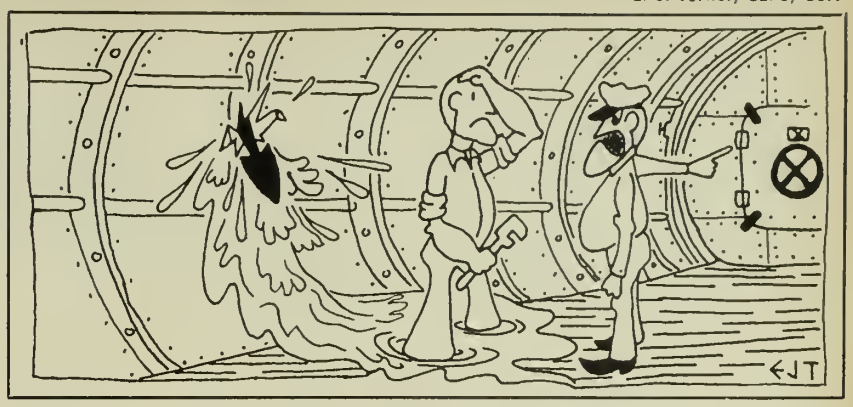


'Don't laak sa dumfounded, Harris . . . it gaes in the 'tickler file' . . ."

RST HONORABLE MENTION W. R. Maul, CTCA,USN

"Yes, I'm sure that wauld be easier ta understand— But yau see, we in the Armed Farces have taken, On your mark, Get set, Ga, and have shartened it ta FORWARD MARCH!"

SECOND HONORABLE MENTION E. J. Turner, CEP3, USN



"Same nut with a peg leg thinks we're a white whale!"

(who ranked from a PO3 to a Navy captain) forwarded the entries to ALL HANDS, which passes them on to you. In addition, the best of the nonwinners will also appear in ALL HANDS during the forthcoming year.

Leo V. Zayauskas, LTJG, USN, of USS *Portage* (PCE 902) took the top honor this year while Paul B. Kincade, LT, USN of the CINCPACFLT staff, a veteran of past contests and a past winner, came in close behind for second place.

Charley Wise, HMCS, USN, came in third and also rated a third honorable mention for another of his entries. Wise is also a very familiar name to ALL HANDS cartoon-following set.

Bill Maul of the U. S. Naval Security Group Activity, Bremerhaven, Germany, placed fourth and fifth this year as well as figuring in the honorable mentions. It has been our pleasure to print many of Maul's wry cartoons in the past.

Eugene J. Turner, CEP3, of MCB Eight, earned second honorable mention in this year's contest.

We doff our hats to the winners—and to the losers—and hope to see you all in next year's contest.

THIRD HONORABLE MENTION Charley Wise, HMCS, USN

"They started grawing just after I finished pre-flight."

FIFTH HONORABLE MENTION W. R. Maul, CTCA, USN

"Seniar Chief Petty Officer Mystowski requests da pleasure af da immediate camp'ny af Messrs. Ryan and Hildebrand at a reception in da No. 1 bailer roam. Dress informal . . ."

FOURTH HONORABLE MENTION W. R. Maul, CTCA, USN

"Yes?"

SWIMMING SEAMAN Eric Nisonger won breaststroke title. *Rt:* SoLant athletic director got dunking after team win.

Winners Make Big Splash

THE PHIBLANT-dominated South Atlantic team won the 1965 All-Navy Swimming and Diving Championships in home waters at Naval Amphibious Base, Little Creek, Va.

SoLant upset the favored defending champs from PacCoast, winning by 10 points on the final day of competition.

In the title tally, SoLant and PacCoast had four each, NorLant had two and WestPac had one. The second and third place finishers decided the All-Navy title this year, unlike last year's meet, in which PacCoast scored 49 more points than the other three entries combined.

The entire contest this year was a record breaking festival, with six new Navy records set in the 11 events.

In the meet's first event, Harry Wickens, SN, a swimming instructor at the Naval Amphibious School, finished the 1500-meter freestyle in 19:25.6. His nearest competitor was teammate Tom Scanlon, SN, of the Navy Music School, who finished in 20:05.1. Defending champion Don Schuchmann, SN, NTC San Diego, finished fourth.

In the 400-meter individual medley, Lieutenant (Jg) Harry Bloom, NorLant, touched the final wall two seconds ahead of another Schuchmann record, posting a time of 5:33.3. Schuchmann, who beat a former world champion in the district finals of the event, was second in 5:47.1.

BLOOM THEN BROKE his second record in as many days with a time of :57.8 in the 100-meter freestyle, shaving nearly two seconds off the old time of :59.7. Lieutenant Jim Guthrie, PacCoast, came in second in :59.4, also below the old record.

Lieutenant (jg) Phil Mayher won the lone WestPac title in the 200-meter backstroke, breaking the old mark by nine-tenths of a second. His time for the event was 2:34.7. SoLant's Jim Partridge was second by five seconds.

Eric Nisonger, PacCoast, took the 200-meter breaststroke title with a time of 2:56.5. Tom Scanlon was second at 2:58.6.

SoLant's swimmer-coach Lieutenant (jg) Hauff took top honors in the 200-meter butterfly, with an easy 2:53.4 win. In second spot was Charles Kolbourne, WestPac, the record-holder in the breaststroke.

The PacCoast A team of Timmons, MacDonald, Hubbard and Guthrie won one of the westerners' four titles in the 400-meter freestyle relay, edging out SoLant's A team by a scant three seconds.

In the first of two diving finals, Lieutenant (jg) Steve Eastwood gave PacCoast another title with 364.55 points in the one-meter competition. Paul Ferro, SoLant, was second with 341.30 points.

Then came a tight point race for the over-all title. The last day of the meet began with SoLant in a shaky 70-69 lead with three events to go.

Eastwood seemed a sure bet for top points in the three-meter diving and PacCoast's sweep of the 400-meter freestyle relay made the 400-meter medley relay a toss-up, despite NorLant's Bloom and SoLant's

Here Are the All-Navy Swimming Statistics

100-Meter Freestyle	*LTJG Harry E. Blaam, Jr.	NarLant
200-Meter Backstrake	*LTJG P. L. Mayher	WestPac
200-Meter Breaststrake	Eric A. Nisanger, SN	PacCaast
200-Meter Butterfly	LTJG Richard A. Hauff	SaLant
400-Meter Freestyle	*Harry P. Wickens, SN	SaLant
400-Meter Freestyle Relay	PacCaast A Team (Hubbard, McDanald, Timmans, Guthrie)	PacCaast
400-Meter Individual Medley	*LTJG Harry E. Blaam, Jr.	NarLant
400-Meter Medley Relay	*SaLant A Team (Partridge, Scanlan, Hauff, Wickens)	SaLant
1500-Meter Freestyle	*Harry P. Wickens, SN	SaLant
One-Meter Diving	ENS D. S. Eastwaad	PacCaast
Three-Meter Diving	ENS D. S. Eastwaad	PacCaast

* Denates new All-Navy recard

Wickens, both of whom were already individual winners.

NorLant and WestPac were already out of the running for the team title, but their wins in the last events could give the title to either of the two contenders.

Wickens then clinched seven crucial points for SoLant with a record-shattering win in the 400-meter freestyle. His time of 4:42 was 17 seconds better than the old record. Bloom was second and Guthrie was third, picking up four points for PacCoast. SoLant then led 80-74 over PacCoast.

This lead was of little comfort, however, for the three-meter diving was next up. Eastwood finished a clean sweep of the diving for PacCoast, winning by 50 points over Paul Ferro. Third was Eisenhardt, PacCoast, and fourth was Wier, SoLant.

THE SCORE now stood SoLant 88, PacCoast 85.

The final event was next—the 400-meter medley relay, for which PacCoast held the record. On the first two laps, the lead stayed undecided, as not even a body length separated the leaders. Then Bloom overcame a third-place start to give his NorLant team the lead at the end of the breaststroke lap.

But on the final leg, Wickens, in third place off the stand, overcame the NorLant sprinter to give SoLant the title in the event and the meet with a record 4:39.9, just seven-tenths of a second ahead of second-place NorLant. Both teams broke the old record of 4:42.7.

Final score: SoLant 102, PacCoast 92. NorLant and WestPac finished with 51 and 35 points, respectively.

WATER STARS—LTJG Harry Bloom, NorLant, and Harry Wickens, SN, SoLant, come up for air after record-breaking performances in All-Navy Meet.

The top swimmers, chosen on the basis of points scored, were Bloom (19) and Wickens (18). They scored two wins and set two records each. Eastwood took the top diver's trophy.

Don Schuchmann, the point-grabbing star of last year's meet, saw two of his records fall and could place no better than second in the four events he swam.

It was a good year for PacCoast—but a better one for SoLant.

—Jere Sellars, JO2 and
Kelly Gilbert, JO2

Rota's Hercules

Few men compete in the full range of field events, from shot put to hammer throw, but VQ-2, Rota, Spain, has one of these rare creatures.

He's R. H. Felgenhour, ATR3, a five-sport phenomenon who has been spending his free time collecting trophies in Spain and Germany.

Among his accomplishments at Rota: he was quarterback of the All-Star intramural football team, right fielder for the Baseball Ambassadors, a regular on the varsity CINCUSNAVEUR champion Basketball Ambassadors, player/coach of the VQ-2 intramural softball team and has relinquished the latter position in favor of playing shortstop and center field.

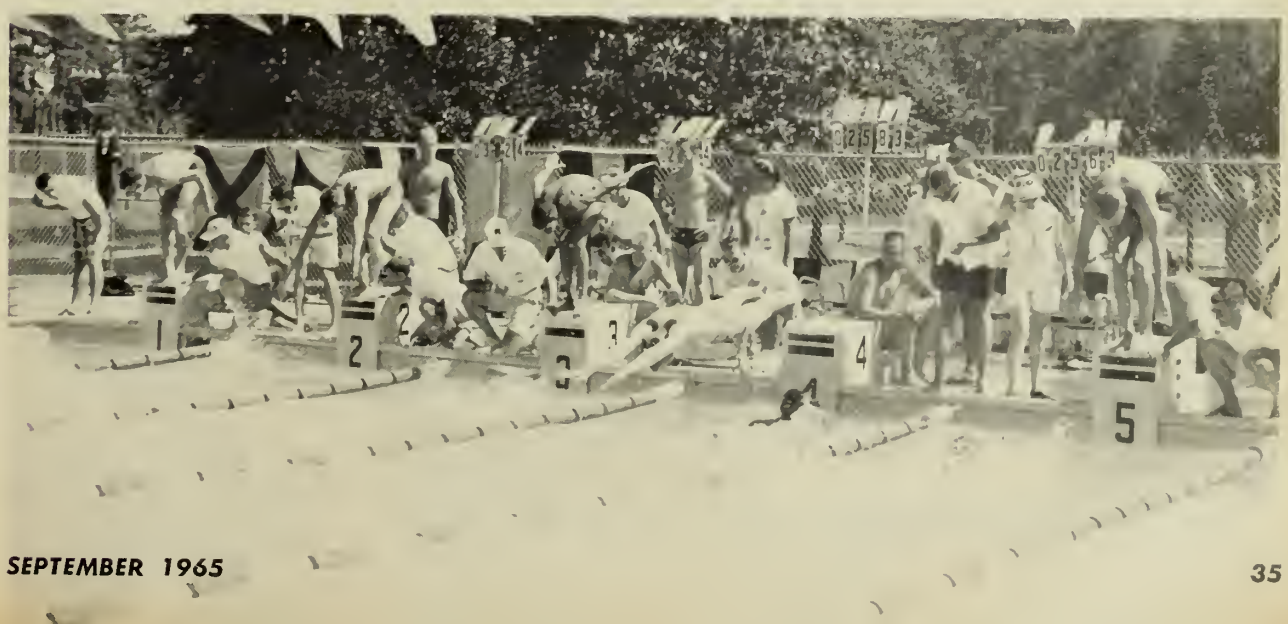
But in track he's *really* good. Felgenhour spent three weeks this summer winning track trophies, as follows:

In the base track and field championships at Rota, he won the discus and was second in the 16-pound shot put event.

Felgenhour won the hammer throw and javelin throw events, and placed second in the shot put and discus throws at the France-Spain Sports Conference fete at Rhine Main, Germany.

And, as a follow-up, he won points in all four of the field events for the

WAITING—Swimmers on starting blocks get ready to go when teammates touch wall in 400-meter medley relay heat.

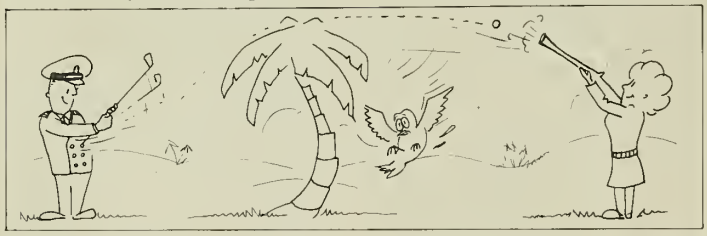


FROM THE SIDELINES

SOCCER, a game not closely followed in the U. S., can be a lot of fun. If you don't believe it, ask the Freebooters, an enthusiastic group of ball chasers from USS *Springfield*.

The team was formed when the cruiser deployed to the Mediterranean on her current tour as Sixth Fleet flagship. Since then the list of Freebooters' opponents reads like the ship's itinerary.

Eighteen contests have been played by the Freebooters in as many months against universities, amateur league teams, semi-pros and Navymen of other countries. The Freebooter record—Won 0, Lost 18. And they're still going strong!



Everyone likes to see the home team win, so we suspect that the Freebooters have contributed much toward European morale.

★ ★ ★

Birdies aren't uncommon to golfers, Navy or otherwise. But one birdie recently uncorked by Captain Robert M. Stuart at Pearl Harbor falls into that category.

The captain made an approach shot which sailed through a palm tree guarding the green. As the ball went through the tree and fell to the ground, so did a mynah bird.

In the interests of his golf game, we wonder if Captain Stuart would like duty on higher ground, where he might be able to shoot for eagles.

★ ★ ★

He's not a Navy diver, but Emil Habecker, MRCM, of USS *Klondike* (AR 22), has the distinction of being president of claims to be the oldest diving club in the world.

An avid Scuba fan, Habecker is only the 14th member taken into the exclusive club since its inception in 1933. At 36, he's also the youngest member.

But, despite his interest in the pastime, which includes instructing newcomers, Habecker is not a Navy diver. He can't pass the eye test.

★ ★ ★

Visitors to Bob Steinman's home in Hawaii soon find that when the COMSUBPAC yeoman starts talking about his gun collection or an upcoming match, his wife Gena isn't one to be left out of the conversation.

Gena Steinman is the seventh-ranked woman skeet shooter in the nation, and she can mix with the best of them in talk of bore, breech, choke and calibre.

Under the supervision of a former Hawaii state skeet shooting champion, Gena entered her first competition in the July 1963 monthly matches. She didn't place in July or August, but won in September and has brought home top honors nearly every month since.

Her most recent accomplishments have been wins in the annual Brillande Grand Trophy Shoot and the Hawaii State Championship. In the latter, Gena shot 229-250 to win the all-gauge women's title. She also won the .20- and 12-gauge class titles, defeating several men in the competition.

With competition like that in the family, Bob Steinman usually sticks to his rifles.

—Kelly Gilbert, JO2, USN

France-Spain team in the U. S. Air Forces Europe Championships.

Felgenhour has a background of discus throwing and putting the shot, but until the Sports Conference tournament, he had never thrown the hammer or javelin.

Why did he enter the extra events? He wanted to give the team an extra boost in the point standings.

He did, and himself, too. He's now ranked fourth in Europe in the events, and is tops in the six-country conference among all Navy, Air Force and Marine athletes. Not a bad start.

Gilmore's Top Athletes

Athletes of USS *Howard W. Gilmore* (AS 16) have won the Charleston area intermural championship and the McManes trophy for athletic excellence for the second straight year.

Gilmore retained the traveling trophy by gathering a total of 2150 points in competition with 28 other area commands. NavSta Charleston won second place.

Inter-mural competition is held in basketball, football, golf, pistol shooting, softball, tennis and volleyball. *Gilmore* fielded teams in every sport except tennis.

The trophy is named for Rear Admiral K. M. McManes, USN (Ret), a former commandant of the Sixth Naval District. It has been given annually since 1962 to the command accumulating the most points during the intermural year in Charleston Naval Base leagues.

New VIC Takes Form

Five Navy commands in the Norfolk area will join two Army bases and an Air Force base in sports competition, beginning with the 1965-66 basketball season.

NAS Norfolk, Dam Neck, NAS Oceana, NAB Little Creek and SubLant will vie with teams from Ft. Eustis, Ft. Monroe and Langley AFB in the new Virginia Interservice Conference (VIC).

The VIC will replace the East Coast Interservice Conference, which encompassed military commands up and down the coast. The ECIC suspended operations this year due to the military commitments of its participants.

Double round-robin competition will be held in basketball, volleyball, tennis. softball, bowling and golf in the new conference.

Here and There in Navy Sports

THOSE cow-pasture pool players are at it again and they're an excitable bunch. Take the following example:

Captain James N. Palmer, CO of the Key West Test and Evaluation Detachment, lofted a five-iron shot into the cup on a Stock Island golf course.

When the ball hit the green and suddenly disappeared, the modest captain thought he had overclubbed into a trap. A short search of the area around the green proved him wrong.

Meanwhile, back on the green, Lieutenant Karl Bregenzer found the ball in the cup, and threw his hat in the air.

We wonder what the *captain* did.

★ ★ ★

NTC San Diego recently opened its new ultramodern bowling alley.

The building sports a large boomerang-shaped service counter, 24 automatic pinsetters, snack bar, nursery-meeting room, hofbrau and a manager with an 815 series to his credit.

In a station-wide contest to name the lanes, the name picked was Sea Lanes. It fits.

★ ★ ★

In any sport, you have to have a winning spirit, or you don't win.

As an example, there's the 1965 Camp Pendleton, Calif., intramural swimming meet. The *second* place team was 7th Motor Transport Battalion, which won over third place 2nd Battalion, 5th Marines, by a mere two points.

The extra drive it took for the 7th MTBn to place second instead of third is worth mentioning.

And it's also worth mentioning that the 7th MTBn team consisted of Keith Akui. That's all.

Akui won the 50-yd butterfly and 200-yd individual medley, breaking camp records in both. He also placed third in the 100-yard freestyle.

There's one more thing worth mentioning—it took four men to beat him for the championship.

★ ★ ★

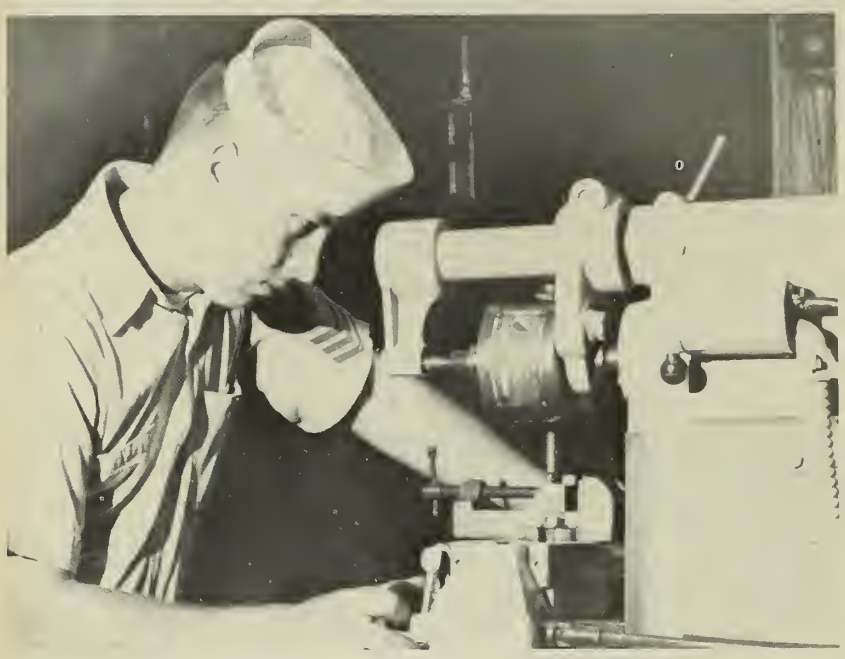
The men of UDT Class 34, in training at Little Creek, Va., are a bit like the mailmen who take walks on their days off. The future frogmen had a swimming meet.

Of course, there were the freestyle races, medley relays and the like. But they also had a few innovations normally unheard of in amateur water competition.

There was an underwater 150-yd relay, in which each man swam his leg of the race (25 yards) subsurface style, and a lung-breaking 50-yd underwater swim, in which each man could earn a point for his team by completing the event.

The final event of the day was a greased melon free-for-all. Object: to see which team could get the slippery object from the deep to the shallow end of the pool and put it up on the cement without breaking same. The winning team, of course, divided the melon. Naturally, it was a watermelon.

The purpose of the day's activities—to take a rest from their rigorous training.



PERISCOPE LOCK inventor Ronald Zumwalt, OM1, works on new model. New locks have good record aboard PacFlt submarines.

Zumwalt's Lock

The best mousetrap, when and if it is built, may come into existence because somebody gets tired of repairing the not-so-good mousetraps.

That was more or less the case when Ronald Zumwalt, OM1, designed and built a power change lock (or detent mechanism) for the 8-B periscope which may save the Navy untold man hours a year.

Zumwalt's lock allows the periscope to switch from high to low power or vice versa without hanging up.

Submarines have sometimes experienced casualties to the old equipment during a six-month cruise but the new one has the virtue of durability. So far as Opticalman Zumwalt knows, only one of his locks has fallen down on the job and that was because of improper installation in the periscope.

Since Zumwalt arrived at COMSUBPAC about two years ago, more than 30 of his locks have been installed in PacFlt submarines apparently, according to Pearl Harbor's submarine base repair officer, to the satisfaction of submarine skippers who use them.

BUILDERS OF THE NAVY

George Dewey believed in being prepared for any eventuality. Before the Battle of Manila Boy, Admiral Dewey had obtained all the information available on the Spanish Fleet; secured charts and other data on the Philippines and made a detailed study of international law. He discussed every detail of tactics and strategy with his officers, and every ship captain knew how and when to act. At Manila, Dewey had the audacity to steam into the Bay during the night with Spanish forts on either side of him and a Spanish squadron awaiting him. His daring contributed to the defeat of Spain's Fleet.

Squadron One Is No. 1

After Amphibious Squadron One completed its seven and one-half month deployment with the Seventh Fleet Amphibious Force, it figured it had compiled a pretty impressive number of firsts.

Whether or not the men in Amphibious Squadron One were really the first remains to be seen when the letters to the editor arrive. It can be said, however, that they were at least exceedingly busy during their deployment.

According to Squadron One, it was the first to carry out a combat amphibious landing since the Korean conflict. The squadron used the vertical envelopment concept with helicopters delivering combat-ready Marines from amphibious ships to points beyond the beach defenses.

The squadron was also the first, according to its calculations, to demonstrate the capability of the LPD —the Navy's combination helicopter platform and landing ship. It also demonstrated a naval amphibious force's ability to land Marines and all their supporting equipment to an inland point by using inland waterways.

In an 80-day period, the squadron conducted five amphibious landings, four of which were under combat conditions—none of them easy. For the first landing in DaNang Harbor, there were surf and eight-foot swells but the Marines hit the beach on schedule.

After the beach was secured, four days of around-the-clock cargo offloading were begun. According to the squadron this was the first tactical amphibious landing to take place since the Lebanon landing in 1958.

The squadron also made landings while participating with U. S. and Thai forces in Exercise Jungle Drum II and another landing at DaNang. Once on shore at DaNang, men and equipment were airlifted by helicopter to Hue, 45 miles north to provide security for the air base there and to secure the area for further landings.

Squadron One also believes it pioneered a new phase in naval am-

phibious tactics by transporting supplies to an inland area by using inland waterways.

After the force left DaNang Harbor, it anchored about 40 miles farther north near the mouth of the Song Hue River. The boat lane for the landing was 10 miles long through the shallow water of the Song Hue to the landing beach at Hue.

The squadron also employed vertical tactics from USS *Vancouver* (LPD2) making it the first such deployment in a tactical situation since the LPD became operational in 1964.

The last of the squadron's operations was a landing at Chu Lai, 42 miles south of DaNang. According to the squadron, this was the largest combat amphibious operation since the landings at Inchon, Korea, with 19 amphibious ships landing two Marine battalions and their supporting equipment and Seabees from Naval Construction Battalion Ten. The Seabees began construction on an airfield using material and supporting equipment transported by the Amphibious Force.

After their deployment, the men in Amphibious Squadron One steamed to port for a week of repairs to their ships, then returned to their home port, San Diego.

Iron Men of *Nereus*

Required exercises in the Navy Physical Fitness Program have become more competitive for USS *Nereus*' (AS 17) crewmen since they instituted a new Iron Man program on the ship.

Here's how it works:

Within each of the ship's departments are several competitive units—each with a manager/coach—supervised by a department umpire.

Every quarter the standard fitness events—pull-ups, push-ups, sit-ups, jump and reach, standing broad jump, 300-yard shuttle run and stationary run—are performed.

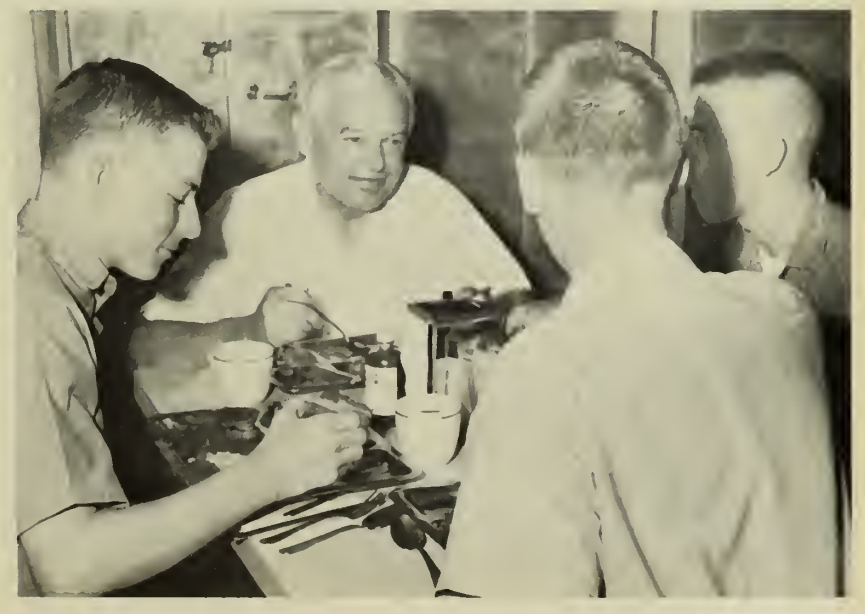
Scores are tabulated and totaled with the aid of a table which compensates for the ages of the participants.

The tender's top scorers in each event are recognized with a trophy. In addition, trophies are given to the highest-scoring individual, competitive unit, and department aboard the ship.

Winner of the latest Iron Man Trophy was George R. Fields, ETR2, who led *Nereus*' R-4 division to the unit title in the competition.

IRON MAN—George R. Fields, ETR2, receives fitness trophies from USS *Nereus* (AS 17) CO. Fields won Iron Man title, helped division win unit competition.

WELCOME ABOARD, MR. SECRETARY—Secretary of the Navy Paul H. Nitze toured PacFleet carrier USS *Midway* (CVA 41) during recent visit to Seventh Fleet (*Right*): SecNav eats breakfast with crew in carrier's general mess.



ON THE SPOT—Experimental helicopter had no trouble landing aboard rolling destroyer *USS Ozbourn* (DD-846) during tests of capabilities.

Ever See This Before?

It may not be unusual for a drone antisubmarine helicopter to be based aboard a destroyer. But a manned rigid-rotor chopper permanently assigned to a DD is not exactly common. To be more precise, there isn't such a thing—yet.

Such a helicopter, however, recently demonstrated a potential in antisubmarine warfare using a destroyer as its landing and take-off field.

The XH-51A research helicopter made 15 landings and takeoffs from the destroyer uss *Ozbourn* (DD 846) while she was underway off Long Beach, Calif. No matter how fast or slow the ship was moving, the test pilot had no apparent trouble landing the helo in the 20-foot circle (the ship is only 26 feet wide and the rotors have a 35-foot diameter).

In the rigid-rotor system, the blades are attached firmly to the mast and engine drive shaft. This gives the chopper greater stability and maneuverability which, of course, is required for destroyer landings and takeoffs. The tests showed that a manned ASW rigid-rotor helo could be based aboard a destroyer type.

The experimental XH-51A, built under a joint Army-Navy contract, weighs 4000 pounds and is the first rotary-wing aircraft to use the stable gyroscopic effects which a rigid-rotor allows. Powered with a 500-horsepower T-74 turbine engine, the XH-51A has reached 201 miles per hour—quite a speed for its class and weight.

Canberra Was There

A junk came alongside uss *Canberra* (CAG 2) one sunny morning off the coast of Vietnam. It had radioed *Canberra's* commanding officer requesting medical aid for a Vietnamese sailor accidentally wounded while loading his pistol.

As *Canberra* stood by, the seaman was ferried from the beach and taken to the cruiser's well-equipped sick bay to be patched up by *Canberra's* medical officer.

In the meantime, *Canberra's* deck force was busy topside replenishing the junk's fresh water supply and her fresh fruit larder.

After the sailor's wound was closed and measures taken against infection, *Canberra's* crew lowered

SEA SPARROW missile tests are conducted from *USS Tioga County* (LST 1158) off Pt Mugu for the Naval Missile Center.

their charge to the junk's deck in a little more than an hour after he had been hoisted aboard.

You'd Never Believe It

FIGHTING HANNAH is 21.

The old girl 's changed some over the years—angled deck and hurricane bow and so forth and so on. Gained a bit of weight, too. But essentially she's the same old *Hannah*. She spent her first years in the thick of battle in the Pacific and celebrated her 21st birthday in the South China Sea after playing a leading role in six air strikes against North Vietnam.

It all began on 15 April 1944, when USS *Hancock* (CV 19) was commissioned in Massachusetts. She operated in *LantFlt* for a few months, then reported to Admiral "Bull" Halsey's Third Fleet at Ulithi in the Western Carolines.

During the remainder of the war *Hannah* made muster at most of the major battles of the Pacific. Her air group reported the downing of 71 Japanese aircraft in one day, establishing a new record for carrier air groups. Her pilots also claimed to have downed the last Japanese plane of the war.

When all was said and done in Tokyo Bay in 1945, *Fighting Hannah* was entitled to her name. She claimed credit for 17 enemy warships, 31 merchant ships and 730 enemy aircraft destroyed.

FOR A WHILE, she was in mothballs, but rejoined the active Fleet in 1954. Upon coming out of the Reserve Fleet the carrier went into the yards and received the first set of steam catapults ever installed aboard a U. S. carrier. She—and her sisters—had formerly used hydraulic cat gear.

Hannah gained a bit of weight in 1956, at the mature age of 12. She received an eight million-dollar conversion and modernization which included, among other things, a new angled flight deck, an enclosed hurricane bow, mirror landing system, enlarged elevators and improved electronics equipment.

The next few years were divided between time in the First Fleet and the Seventh Fleet and then, in 1962, she checked into Hunter's Point Naval Shipyard in California for a six-week stay. She emerged from her brush with the welders with a fresnel lens mirror system and new electronics gear.

Thanks to the periodic updating of her design and equipment, *Hannah*, the *oldest* Attack Aircraft Carrier in the Fleet, can operate with the newest aircraft.

During her latest Far East deployment (her ninth since recommissioning) *Fighting Hannah* remained at sea for over 75 per cent of the cruise with only brief stops in Yokosuka, Hong Kong and Subic Bay. Her longest in-port period was nine days in Subic and her shortest was less than 48 hours in Subic. Most of her at-sea time was spent operating in the South China Sea in striking distance of Vietnam.

Hannah, has already lived a full life—but she'll still be around for a while. She has the outlook of a 21-year-old.

USS Platte (AO 24) refuels ships while underway in western Pacific.

Ogden Commissioned

A new amphibious transport dock ship has joined the Navy. She is USS *Ogden* (LPD5) and is the fifth ship built from the keel up as an amphibious transport dock.

Ogden is named for the Utah city. She is 570 feet long and displaces 16,600 tons fully loaded. She carries a crew of 513 officers and enlisted.

Ogden's keel was laid in February 1963 and she was launched in June 1964.

Replenishment, Cruiser-Style

SOP DOESN'T always cut ice with USS *Springfield* (CLG 7) rigging crews.

Cruisers are seldom called on to be the sending ship in a refueling operation, but when they are, a close-in fueling rig is almost always used. Flattops, on the other hand, often the sending ship, use a span wire method which has great advantages in speed. A span wire rig can be hooked up in a couple of minutes, compared to a minimum of 10 minutes required for the close-in method.

So why don't cruisers use the span wire? Indeed, why not? So the refueling team on *Springfield* decided to give the procedure a whirl while on a recent Mediterranean cruise. The cruiser pumped 24,321 gallons of fuel to USS *James C. Owens* (DD 776), using the span wire method.

NEW LOOK—First building in rehabilitation plan for Naval Research Laboratory is ready on the Potomac River. It's the lab's new electronic research center.

Gourmets Galore

IT WAS ENOUGH to make the best of chefs burn the beans. USS *Oriskany* (CVA 34) was operating just off the Vietnamese coast. The galley was hot. The mess decks were jammed with bombs. Dehydrated, reconstituted and canned foods were on the serving tables. There was no mail on the COD and the five Ney committee judges were coming through the chow line. War is hell.

Considering the situation, no one would have blamed the *Oriskany* Supply Department for throwing in the towel and serving up bologna sandwiches. On the other hand, a challenge is a challenge. As it worked out, *Oriskany* won the 1965 Ney Award in the large mess afloat category.

USS *Skagit* (AKA 105), a 20-year old ship with a galley finicky cooks would consider a fugitive from the mothball fleet, ran off with the top Ney Award in the small mess afloat category. NTC Great Lakes, which serves 21,000 people at each meal from six galleys, won first place in the shore station competition. This is the first year a multiple galley command has won first place.

In 1965, as in previous years, there was fierce competition for the three top Ney prizes. The contest is so spirited that in the eight years Ney Awards have been granted, only one galley, at Bay Hill in Guantanamo Bay, Cuba, has won twice. Gitmo won in 1958 and again in 1960.

The first runners-up in this year's contest are two missile-firing ships from the Pacific Fleet's cruiser-destroyer force. They are USS *Gridley* (DLG 21) in the large mess class and USS *Cochrane* (DDG 21) in the small class. First runner-up in the shore category was the general mess at *NAS Miramar*, in southern California.

In third place are two ships from PhibLant, USS *Mountrail* (APA 213) (large mess) and USS *Krishna* (ARL 38) in the small mess. The Naval Construction Battalion center at Davisville, R.I., took third place ashore.

IN 1965, for the first time, all competing messes prepared basically identical meals on the day the Ney judges were aboard. In the past Ney

FINE FEAST—Crew member of *USS Skagit* (AKA 105) enjoys a prize-winning meal.

nominees were allowed to choose their own menus, with the stipulation that all dishes be prepared from the Navy/Marine Corps recipe service. The uniform menu required this year helped make the judging easier.

The Ney meals consisted of: cream of tomato soup, beef stew, hot biscuits, buttered broccoli, cole slaw (as an extra challenge the cole slaw was made from dehydrated cabbage), coffee and apple pie (from dehydrated apples). The cooks were, however, allowed to add to the menu.

The subsistence officer and a commissaryman from each of the three winning messes represented their

TOPS ON LAND—NTC Great Lakes won first place in shore station competition.

commands at the annual convention of the sponsoring association. At the convention held in New York City, the Navymen received bronze Ney Award plaques on behalf of the Secretary of the Navy.

Second place winners were sent aluminum plaques. In addition, one commissaryman from each will attend the Culinary Institute of America for a two-week course in advanced cookery. Third place winners and the other semi-finalists received citations from the sponsor and the Chief of the Bureau of Supplies and Accounts, who has over-all responsibility for Navy food service.

The decision of the Ney Committee ended the 1965 competition, which had been in progress since early spring. By the beginning of April, type commanders and naval district commandants had selected the 44 enlisted men's messes which would compete as semi-finalists.

THERE ARE three Ney categories: Shore messes, large messes afloat (serving more than 300 men) and small messes afloat. Some type commanders, such as CRUDESLANT and CRUDESPAC, control both large and small ships and may nominate a mess from each of the two afloat categories.

The seagoing messes recommended by the type commanders were USS *Randolph* (CVS 15); USS *Aucilla* (AO 56); USS *Cascade* (AD16); USS *John Paul Jones* (DD 932); USS *Sylvania* (AFS 2); USS *Mountrail* (APA 213); USS *Krishna* (ARL 38); USS *Howard W. Gilmore* (AS 16); USS *Clamagore* (SS 343); USS *Compass Island* (EAG 153); USS *Valor* (MSO 472); USS *Watchman* (AGR 16); USS *Oriskany* (CVA 34); USS *Gridley* (DLG 21); USS *Cochrane* (DDG 21); USS *Klondike* (AR 22); USS *Chipola* (AO 63); USS *Bayfield* (APA 33); USS *Skagit* (AKA 105); USS *Nereus* (AS 17); USS *Blueback* (SS 581); USS *Gannet* (MSC 290); USS *General Breckenridge* (AP 176).

Choices of the district commandants were galleys at the: *Naval Construction Battalion Center, Davisville, R.I.; Naval Receiving Station, Brooklyn, N.Y.; Naval Air Facility, Johnsville, Pa.; Fleet Anti-Air Warfare Training Center, Dam Neck,*

Va.; Naval Station, Mayport, Fla.; Naval Air Station, Corpus Christi, Texas; Naval Training Center, Great Lakes, Ill.; Naval Facility, Barbados, British West Indies; Naval Air Station, Miramar, Calif.; Naval Air Station, Alameda, Calif.; Naval Torpedo Station, Keyport, Wash.; Naval Communications Station, Honolulu, and Naval Radio Station, Lualualei; Naval Station, Rodman, C.Z.; Naval Station, Kodiak, Alaska; Naval Air Facility, Andrews Air Force Base, Md.; Inshore Undersea Warfare Group Two, Little Creek, Va.; Fleet Activities Command, ComNavForJapan; Naval Air Station, Agana, Guam; Naval Station, Subic Bay, P.I.; Naval Support Activity, Naples, Italy; Naval Air Station, Argentia, Newfoundland.

AFTER THE 44 nominations had been made, officers in charge of the Navy's field food service teams visited each of the nominees and made on-site evaluations. These evaluations were considered by the Ney committee when it met in May in Washington, D. C., to name the nine finalists, three in each category.

In June members of the Ney Committee, which included Supply Corps officers, a Medical Service Corps officer and two civilian food service experts, began their tour of the nine commands. Armed with general mess evaluation forms and good taste, the committee proceeded to give the contestants the roughest going over yet. At this point the Ney judging is no longer a matter of choosing a good mess—all nine were far above average.

The nine commands were judged on all aspects of general mess management, including food preparation and service; sanitation; administration; training; storage of bulk stocks and their proper rotation. How well are menus planned? Are there leftovers? Is too little food prepared? How well was the food prepared? How was it served (did the ice cream end up on top of the broccoli)? What is the general sanitation standard? How well is the scullery operated? Are the mess cooks noisy? Is the galley equipment used and maintained properly?

Extenuating circumstances are also taken into consideration. *Oriskany's* heavy operating schedule and the age of *Skagit's* galley were not ignored by the judges.

After their tour, the Ney judges returned to the Navy Subsistence

BIG FIRST—*USS ORISKANY* (CVA 34) was winner of 1965 large mess afloat Ney Award. Below: Mess workers and Ney Award inspector aboard Oriskany.

Office in Washington, D.C., to make their decision. After announcing the winners, the panel cited command interest as one of the greatest factors contributing to the excellence of the Ney messes.

Of the three 1965 Ney award winners, two had been contestants previously. The NTC Great Lakes general mess has been a ComNine nomination every year but one since Ney awards have been given. *Oriskany* was runner-up in 1963.

Last year's winners were USS *Observation Island* (EAG 154), *Tracer* (AGR 15) and the U. S. Naval Air Station at Corpus Christi, Texas.

This was the eighth year of Ney competition. The contest was named in honor of the late Captain Edward F. Ney, Supply Corps, USN, who was the World War II director of the Bureau of Supplies and Accounts Subsistence Division.

—Jon Franklin, JO1, USN

RUNNERS UP—Guided missile ships *USS Gridley* (DLG 21) and *USS Cochrane* (DDG 21) below) placed second in Ney Awards afloat.

THE BULLETIN BOARD

Polaris University Offers Two-Year Course at 'X' Fathoms

ONE OF THE more unusual educational programs offered by the Navy is the *Polaris* University Extension Program available to SSBN Navymen. The program is unusual in that it offers *Polaris* submarine sailors a two-year college level course while they are actively serving aboard *Polaris* submarines.

A *Polaris* University course consists of lectures and laboratory work ashore which the students take before and after they have been on patrol.

While they are sealed away from the world, *Polaris* men do their at-sea homework which consists of reading assignments, work problems, written papers, and filmed lectures.

Class meetings ashore are conducted by Harvard University faculty members or those from nearby universities affiliated with Harvard's Commission on Extension Courses.

Lectures are given while on patrol, too, but these are kinescoped and projected over a motion picture system while at sea. All the kinescoped lectures are produced by a Boston television station under the academic supervision of Harvard University.

BY THE END OF 1965, Navymen will probably have 29 courses (of the planned total of 38) from which to choose in their University Under the Sea. They can earn 64 hours of academic credit in the 20 courses now available. This is about half the credit needed for a bachelor's degree. If the student wants to continue his studies at other institutions, he can transfer his credits to any college or university extension program that recognizes Harvard's credits.

The courses now in use were taught 74 times during a 14-month period between 1 Jan 1964 through 28 Feb 1965. Nearly 600 *Polarismen* have enrolled in the courses since the program came into existence and about 180 are currently enrolled at New London, Conn.

The *Polaris* University program is just getting underway for submariners at Charleston, S. C., under the sponsorship of the University of South Carolina, and may be available to *Polarismen* at Pearl Harbor under the sponsorship of the University of Hawaii. *Polarismen* at New London have been participating in the program since its beginning.

The *Polaris* University program began inauspiciously enough in 1961 when the Navy's Special Projects Office purchased two courses which had already been produced for broadcast over a Boston TV station and which were being used in Harvard University's Commission on Extension Courses.

The project was expanded early in 1962 when the Special Projects Office contracted with Harvard to produce two chemistry courses designed especially for the use of *Polaris* submarines operating out of New London.

By the end of 1962, the program had burgeoned into the foundations of a complete two-year college level curriculum tailored to meet the needs of FBM Fleet personnel. The planned curriculum included 24 courses in the fields of mathematics, science and engineering disciplines plus 14 courses in the academic areas of English, literature and the social sciences.

TWENTY of the projected 38 courses were produced and placed in use during 1963 and 1964. Nine additional courses will be delivered this year. The remaining nine courses are in the planning stage and probably will be produced by the end of fiscal year 1967.

The courses are recorded on kinescopes for television replay and each consists of 15 lectures about 30 minutes in length. After the tapes are produced in Boston under Harvard's supervision, they are sent to the Naval Photographic Center at Washington, D. C., where they are joined and a kinescope negative is produced.

Thirteen kinescope prints are made from each negative and distributed to New London, Charleston and Pearl Harbor for course presentations aboard the operating FBM submarines. The negatives are retained by the center and can be used, if need be, for making about 20 additional prints.

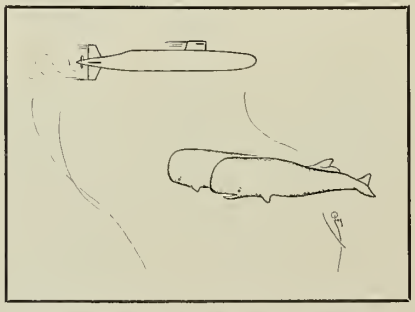
Harvard University provides an instructor who academically supervises the production of the kinescoped courses. The instructors are drawn from the faculties of Harvard, Boston University, Boston College, Tufts University, Wellesley College, Simmons College or the Massachusetts Institute of Technology. Each instructor is selected for his professional competence as well as his teaching effectiveness in the medium of television. Many of those chosen are nationally known in their fields.

The courses are presented in three phases which are geared to the operating schedule of the *Polaris* submarines. The first phase consists of a few pre-patrol class meetings conducted ashore to introduce the subject and to outline the course requirements.

WHILE THE SUBMARINE is on patrol, the students attend the 15 kinescoped lectures and do the required reading assignments, work problems and written papers. The post-patrol phase usually involves four additional class meetings conducted by a faculty member from a cooperating university who checks the work done on patrol and administers the final examination.

The Navy, as well as the individual, benefits from the *Polaris* University Program. The mathematics, physics, chemistry and engineering courses offered in *Polaris* University enable SSBN sailors to prepare

All-Navy Cartoon Contest
P. E. Puig, SFM2, USN



"That one must be George Washington—I understand Theodore Roosevelt wears glasses."

themselves for the increasing technological requirements of the *Polaris* Fleet.

The courses not only upgrade on-the-job proficiency but they also improve a man's competitive chances for advancement in rating, giving *Polaris* U. students an added boost when advancement time rolls around.

There are also, of course, the obvious practical and cultural benefits that students receive through English and social science courses. These courses improve students' ability to communicate through speaking and writing and introduce them to the great works of American and English literature. They also prepare the *Polaris* Navyman for his responsibilities as a citizen and stimulate interest in new areas of learning.

Needless to say, while *Polaris* men are improving their technical and intellectual capabilities, they are also earning valuable college credits which they can apply toward a bachelor's degree in extension studies either during their naval career or after they enter civilian life.

FIRST YEAR COURSES

Here is a list of courses in use or scheduled for future use at *Polaris* University. Unmarked courses are now in use at the University. Courses marked with one asterisk (°) are under contract. Courses indicated by two asterisks (°°) are in the planning stage.

Mathematics—College Algebra, Coordinate Geometrics, Introduction to Calculus, The Power Function.

Physics—Introductory Mechanics, Introductory Electricity, Introduction to Wave, Motion, Sound and Light, Introduction to Modern Physics°.

Chemistry—Basic Principles, Chemical Equilibrium, Covalent Bonds, Elements and their Compounds.

English—Expository English (Part 1), Expository English (Part 2), American Literature—Great Books, English Literature-Critical Reading.

Mathematics—The Trigonometric Functions°, Introduction to Statistics°, Introduction to Modern Algebra, Probability.

Physics—Quantum Physics°, Mechanics and Heat°, Electricity and Magnetism°°, Electronics°°.

Engineering—Introduction to Computer Science (Part 1)°, Introduction to Computer Science (Part 2)°°, Metallurgy, Electrical Engineering°.

Social Sciences (Electives)—World History (Part 1), World History (Part 2), A Study of Revolutions, Ideologies in World Affairs°, American National Government°, American History (Part 1)°°, American History (Part 2)°°, Economics°°, Sociology°°, Psychology°°.

All-Navy Cartoon Contest
G. T. Loftis, SF1, USN

"My son joined the Marines."

Billets for Officers Still Open at Submarine School

This is a reminder that all unrestricted line officers in the grade of ensign or lieutenant (junior grade), and all prospective unrestricted line officers, may apply for Submarine School.

Classes in the six-month course convene approximately every three months at Groton, Conn. Successful completion of the course leads to duty in submarines (applications for nuclear power training may be submitted while attending Submarine School).

The high standard of performance of duty required in submarines demands that selection of applicants be made on the basis of performance, demonstrated academic ability and physical qualification for assignment to arduous duty.

The course is highly technical. Applicants should possess a baccalaureate degree in science or engineering or, as a minimum, have credits in physics and mathematics through integral calculus.

Candidates must meet current physical standards for submarine duty as established by *BuMed Manual*, Article 15-29. and should be examined at an activity having facilities to complete all of the tests required

The minimum obligated service requirement for officers assigned to submarine training from the Fleet or shore establishment is one year upon completion of the course or one year in addition to any obligation previously incurred, whichever is longer.

The minimum obligated service for direct assignment to submarine training from any of the officer sources (including but not limited to USNA, NROTC, ROC, OCS, NESEP) is three years upon completion of submarine training.

Applications should be made in the format described in enclosure (1) to BuPers Inst. 1520.6K.

All officers who are eligible and wish to apply for submarine training should forward their applications to

NOW HERE'S THIS

30-Day TAD for Mermen in Sealab II

Man can live underwater, but for how long? It may be some time before we find the final answer, but the Navy is working on it. That's why 29 divers are undergoing training at Panama City, Fla.

Some time late this summer, two 10-man diving teams will live for 15 to 30 days in 215 feet of water off La Jolla, Calif.

As you may recall, there was a similar experiment a little over a year ago in which four Navy divers lived 30 miles off Bermuda in 193 feet of water for 11 days.

In Sealab II, the men will live in a 57 by 12 foot cylindrical tank, designed to provide easy access to the sea. Air pressure inside the laboratory will be equal to the surrounding water—about 100 pounds per square inch. The aquanauts will breathe a mixture of helium, oxygen and nitrogen with helium the major component.

The Sealab II crew will be composed of both Navy and civilian divers. Biologists, geologists, oceanographers and other scientists who are interested in an ocean environment will be represented.

Sealab II is sponsored by the Office of Naval Research and the Navy's Special Projects Office.

the Chief of Naval Personnel (Attn: Pers-B125), via their commanding officer.

BuPers Inst. 1520.6K has complete details on this program.

GI Loans May Be Restored Under Certain Conditions

Under certain circumstances a veteran may qualify for the restoration of a loan guaranty entitlement previously used by him for a direct, guaranteed, or insured GI loan.

One of these circumstances of particular interest to the active duty Navyman is military transfer from the location of a present home purchased under the GI Bill. However, he must meet specific requirements before becoming eligible.

The following are the requirements:

- The VA must have been released from liability on the original loan. In guaranteed or insured loan cases such release is usually accomplished by the original loan being paid in full. In direct loan cases the original loan must be paid in full to obtain a release.
- The property which was secured for the GI loan must have been (1) taken (by condemnation or otherwise) by the United States or any state, or by a local governmental agency for public use; or (2) destroyed by fire or other natural hazard; or (3) disposed of because of other compelling reasons devoid of fault on the part of the veteran.
- A lien (ordinarily a mortgage or deed of trust) on either real or personal property which was security for the GI loan must have been given by the veteran to the lender.

Some examples of "other compelling reasons" for disposition of the property are sale or transfer of the property due to:

- A serious health condition of the veteran or a member of his immediate family (including a close dependent relative) who lives in the veteran's household or when a change in climate is considered by a reputable physician to be necessary or advisable, provided that the certificate from the physician meets the approval of the VA.

(Disposal of a home on the basis of an increase in the size of the veteran's family alone is not sufficient to approve restoration of used entitlement. If the limited space in the veteran's home, however, constitutes a health hazard, entitlement may be restored provided the facts are supported by a physician's certificate and is approved by the VA.)

- The loss of employment by a reduction-in-force or general retrenchment of activities in the veteran's occupation in the locality where he is employed, requiring suitable employment to be obtained in another locality.
- The transfer of employment from one locality to another at the demand or order of the veteran's employer.
- The voluntary change of employment to another locality whereby the veteran's income will be increased and the opportunity for future advancement will be enhanced, provided satisfactory evidence is furnished.
- The retirement of the veteran.
- The transfer of the veteran, while in active service, by the military department with which he is serving.

The types of circumstances cited above are not all inclusive but occur most frequently.

A request for restoration of used entitlement should be submitted in writing. The request may be in the form of a letter and should include the date the security was disposed of and the reason for such disposition.

If the previously used Certificate of Eligibility is available it should be returned with the request, together with VA Form 26-1880, and all discharge papers issued after the date of the Certificate of Eligibility.

If the previously used Certificate of Eligibility is not available, an explanation should be given to that effect, and the completed VA Form 26-1880 should be accompanied by all discharge papers.

GI loan files are not transferred from one state to another. If you qualify for restoration or if you used World War II entitlement and want a new certificate or eligibility based on service during the Korean conflict, you should apply to the same office from which you received your first certificate of eligibility.

All this means, in short, that veterans who have used their guaranty and, through no fault of their own, are forced to sell their homes for reasons of health, employment, condemnation proceedings of Federal, state or local government, etc., may have their guaranty restored up to 25 Jul 1967 in the case of World War II veterans and up to 31 Jan 1975 in the case of veterans of the Korean conflict, *provided the VA has been relieved of liability on the old guaranty.*

This restoration of guaranty may also be made if the veteran's property was taken by a government agency or destroyed by a natural hazard.

A veteran in military service who disposes of his home because of a transfer under military orders may also have his GI home loan entitlement restored provided VA is released from liability.

Sale of a veteran's GI home because of a new and better job in a different city may entitle him to a new GI loan eligibility (even though the job change was voluntary), again provided that the VA is released from liability.

A veteran may be released from liability to the government if he sells residential property and his GI loan is *not* paid off, if the loan is current and the new purchaser has obligated himself by contract to purchase the property and assume the veteran's liability.

This release of liability does not mean that a veteran could have his GI home loan entitlement restored. The VA restores entitlement only where it is no longer liable to the lender on the guaranty and the veteran is otherwise eligible for restoration. The release of a veteran from liability to the government does not change the fact that VA continues to remain liable on the guaranty.

All-Navy Cartoon Contest
Alfred Lozano, YN3, USN

". . . and don't worry about it, Chief, one way or the other we'll get you out of here."

There Have Been Some Changes Made in Career Incentive Pay

SOME CHANGES have been made in the regulations concerning the award of career incentive pay, and a new list of ratings and NEC codes eligible for this type of pay has been issued.

The changes are concerned with entitlement to career incentive pay and are included with the new eligibility list in Change Four to BuPers Inst. 1430.12F.

Under the provisions of the new ruling, Navymen whose specialty skill was removed from the program after 1 July will continue receiving career incentive pay until the end of their enlistment.

Navymen receiving career incentive pay (specialty) based on their NEC will, provided they maintain their eligibility, continue receiving the pay through 30 Jun 1966 or until their current enlistment expires, if that is earlier. This holds true even though the NEC upon which the award was based was removed by BuPers Notice 1221 of 25 May 1965 (which has since been canceled).

Navymen who converted to NECs of various ratings which were compressed at the E-8 and E-9 level as of 1 Jul 1965 will not lose the NECs which they were previously assigned, even though the new ratings will not be listed as source ratings for NECs in the *NEC Manual*.

As an example, an ICCM, coded IC-4723, who converted to Master Chief Electrician's Mate, will retain his NEC assignment of IC-4723 and, if otherwise qualified, is eligible to receive career incentive pay based on this NEC.

Navymen may be awarded career incentive pay whenever they meet all the eligibility requirements. Payment will begin on the date such award is actually made by the commanding officer, or a later date, if specified.

Needless to say, a man who receives career incentive pay must be using the skill for which the award is authorized. As an example, an ET having NEC 3324 (and who is actually working at the skill represented by that NEC) would be eligible to receive 100 dollars at award level P-3.

If the man were working only within the broad skill area of his rating (ET), he would be eligible to receive only 75 dollars at P-2.

The following ratings and NEC codes are eligible for career incentive pay (specialty) awards as indicated. The list became effective 1 Jul 1965.

NOTE: The source ratings (not to be confused with rating awards) listed below do not, in themselves, qualify a man for career incentive pay. Qualification depends upon his having one of the NEC's listed opposite his source rating.

Award Level P-1-50

Rating Awards—AQ, AT, FT, GMT, ST, MT, #AV

NEC Awards

Source Ratings and NECs to which Applicable

RD—0313, 0314, 0316, 0317, 0318, 0319
RM, CT—2314
RM, ET—2332
RM, CT—2342
RM—2315, 2393
CT—2405

More Liberal Policy Set For Combat Pay Awards

Policy concerning the award of special or combat pay to those subject to hostile fire has been modified.

Under a more liberal policy, the Secretary of Defense designates general areas in which the pay will be awarded, thus permiting military personnel serving permanently in these areas to become eligible.

Within the designated areas, the blanket coverage excludes only those serving in locations where hazardous conditions do not exist, as determined by the unified or specified commander.

Another provision of the new directive, which became effective 1 June, authorizes the $55 a month payment for beneficiaries of personnel killed, or to the serviceman if wounded or injured, by hostile action—regardless of whether the incident occurred in a designated combat area.

Under the previous special pay policy, only about one-fourth of the military personnel serving in South Vietnam have been receiving monthly hostile fire pay. Now all United States military personnel permanently serving in South Vietnam will be eligible for the special pay, unless certain areas are excepted.

The revised policy also formalizes an existing policy to grant special pay to men wounded by hostile action in the Dominican Republic.

TM—3342, 3343, 3344, 3345, 3347, 3348, 3349
EN, MM—4356
IC, EM—4722
IC—4723
AE—*7101/7131, *7102/7131, *7103/7131, *7104/7131, *7105/7131, *7106/7131, *7107/-7131, *7108/7131, *7109/7131, *7111/7131, *7113/7131, *7114/7131, *7123/7137, *7124/-7137
AE, AM—*7125/7137
AE—*7126/7137, *7127/7137, *7128/7137, *7129/7137, *7132/7137, *7133/7137, *7134/-7137, *7135/7137, *7136/7137, *7138/7137, *7145/7137, *7146/7137

Award Level P-2

Rating Awards—AX, DS, ET, ##AV

NEC Awards

Source Ratings and NECs to which Applicable

ST—0417, 0418, 0419, 0423, 0426, 0471, 0474, 0475, 0476, 0478, 0479, 0481, 0482, 0483, 0484, 0485, 0486, 0487, 0488, 0489, 0491, 0492, 0493, 0494, 0495
FT, ET—1135
FT—1137, 1143, 1144, 1155, 1156, 1157, 1158, 1159, 1161, 1162, 1163, 1164, 1165, 1166
GM—0891, 0984, 0986, 0987, 0988, 0997, 0998
FT—1113, 1115, 1118, 1119, 1128
FT, ET—1133, 1169
FT—1167, 1172, 1173, 1174, 1175, 1179, 1182, 1184, 1185, 1186
CT—2401, 2403, 2406
MT—3318
CE, EO, CM, SW, UT, HM—3371
ET, IC—3383
IC, EM—3384
MM, EN, BT—3385, 3386
AQ—7946, 7947, 7948

Award Level P-3

NEC Awards

Source Ratings and NECs to which Applicable

FT—3307, 3308, 3309
MT—3314, 3315, 3316, 3317
ET—3322, 3323, 3324, 3331, 3332, 3334, 3338, 3339
MM, EN, EM, IC—3351
ET, IC—3353
IC, EM—3354
MM, EN—3355, 3356

NOTES:

NECs 3348 and 3349 are additians to the previous listing.

NECs morked with an osterisk (*) canverted ta the NECs indicoted on 1 Jul 1965. Personnel currently outhorized Speciolty Pay (NEC) awords based on AE-7131 and AE-7137 ore qualified for cantinuotian of such award until 31 Dec 1966 or 30 Jun 1966 os previously specified in certain individual cases. They must, however, maintain theIr eligibility in accordance with the bosic instructian. No new aword in NEC 7131, 7137 or in the NECs ta which canverted is outhorized. This aword will be phased out effective 31 Dec 1966.

#—Applicable to former AT ond AQ personnel eligible far P-1-50 in their respective farmer rating only.

##—Applicable ta farmer AX persannel eligible for P-2 in their former roting.

Pointers for Naval Reservists Returning to Active Duty

IN HIS MESSAGE to the nation on 28 July, President Lyndon B. Johnson had this to say about the call-up of Reservists:

"After this past week of deliberations, I have concluded that it is not essential to order Reserve units into service now. If that necessity should later be indicated, I will give the matter most careful consideration and I will give the country an adequate notice before taking such action, but only after full preparations."

This article is being published for the benefit of Naval Reservists now on active duty and those who may be subject to active duty orders in the future.

It is not (repeat not) the intent of this article to imply that a recall of Reservists is imminent or even that it might occur at any time. It was prepared to answer the numerous questions sent in by many Reservists during the past several months, who were considering the possibility of a return to active duty. The information should prove helpful as a check-off list not only to the men in the civilian component but to Reservists now serving with the Fleet.

IF YOU ARE A RESERVIST and you are ordered to active duty—either in an emergency or for your regular tour of active duty—you probably will have lots of questions about your rights and obligations.

Here are the answers to some frequently asked questions on Reserve recall, together with some tips on how to set your personal and legal affairs in order.

If you are already on active duty, check the list anyway. There may be some items you forgot.

If recalled, are we Reservists to report in uniform and with luggage to the address on the mobilization orders, or will there be time to pack?

Report to the processing activity (Naval Reserve Training Center) in uniform with personal luggage only. Do not pack or move household effects and family members until reporting to your ultimate duty station. Any one, or a combination of events, may preclude reporting to the ultimate duty station for which you have been pre-selected.

Will there be time to notify family, friends, employer, post office for forwarding mail, landlord and milkman?

Brief your family so that they may perform all necessary notifications. Again, do *not* move your family until you have reported to an ultimate duty station.

Are we immediately considered to be subject to the UCMJ?

Title 10, U.S. Code. 802, Article 2(1) (Reserves subject to UCMJ), states ". . . and other persons lawfully called or ordered into or to duty in or for training in, the Armed Forces, from the dates when they are required by the terms of the call or order to obey it."

Are our employers required to rehire us after return to civilian life? Is there a statute of limitations whereby the employers' obligation may be terminated?

The Universal Military Training and Service Act of 1948, as amended, specifies the reemployment rights and benefits to which a serviceman would be entitled upon release to inactive duty. The law provides that a serviceman who was in the employ of a private employer has the right to return to his former employment or to one providing like seniority, status, and pay. He is entitled to be so restored without loss of seniority and he is to be allowed to participate in leave of absence for employees.

There are requirements before these rights can be exercised, however. The discharge must be under honorable conditions; the service involved must not exceed four years; application for reemployment rights must be made within 90 days after release; and a certificate indicating that the period of training and service has been completed must be obtained.

All-Navy Cartoon Contest
Anthony Papa, SN, USN

"What do you mean there's not enough report chits?"

What rights do we have in getting priority in transportation and how do we exercise these rights?

Transportation priority will be based on the existing situation. If the presence of the Reservist on active duty is urgently required to defend the nation, then he will be granted a high priority by proper authority—Defense Traffic Management Service (DTMS). The back of the "Directive to Report" contains pertinent information in that regard, and has been promulgated to all law enforcement agencies in the U.S.

What do we do if we are a long distance from home because of our job or vacation? Should we immediately call our training center?

If the situation permits travel, proceed to the parent training center to pick up orders and service record. Definitely call in and provide the CO with an estimated time of arrival. If unable to travel because of disruption of transportation systems, report to the nearest naval activity for further assignment.

Are transportation, food and lodging costs reimbursable?

The regular permanent change of station allowances prescribed in *Joint Travel Regulations*, Chapter 4, are authorized for travel to first duty station.

When can we expect allotment checks to reach our families?

The first part of the month following the month in which you register your allotment.

While you are away, questions may arise with regard to your real or personal property, insurance, bank accounts, and similar matters. It would be well for you to consider these problems now, and make arrangements for the proper management of your affairs until your return.

If you have a civilian attorney, you may seek his advice. If you

don't, you may want to talk over your problems with a military legal assistance officer.

Here is a checklist, prepared by JAG, based upon the experience of others who have entered the armed forces, and upon federal and state laws.

Power of Attorney—If you want someone to act for you while you are away (such as in the sale of your automobile, your home, or other assets), execute a power of attorney. Be sure the instrument is carefully drawn, for unlimited powers have sometimes been abused. Seek the advice of your civilian attorney or Legal Assistance Officer.

Will—Have an attorney prepare or revise your will if you are over 18 or married.

Job Security—As mentioned earlier, the law provides certain reemployment rights. While it is not legally necessary, in order to preserve those rights, to notify your employer that you are leaving your job to enter the Navy, it will avoid misunderstandings if you will write a letter to your employer along these lines: "I am leaving my position to enter the naval service. It is my understanding that the law provides reemployment for persons who leave positions to enter the armed forces." Make and retain a carbon copy of this letter. It is suggested that you do not resign from your position, but ask that you be given military leave during the period of your service.

Bank accounts—Open a checking or savings account in a local bank and consider making it a joint account with your wife, mother, or father.

Credit resources—Arrange for your family to obtain credit or loans in emergencies.

Income tax—Pay your federal and state income tax to date if you can. If there is a tax liability outstanding, and unpaid, and if your ability to pay it is affected by your entering the service, advise the Director of Internal Revenue of your district and the proper state authorities and submit a financial statement to them. Arrange to file income tax returns while you are away, for you are not excused from filing such returns and declarations of estimated tax solely because you are in the service.

Money owing to you—Send statements and arrange for collections or for sale of accounts receivable.

All-Navy Cortoon Contest
Chorley Wise, HMCS, USN

"I'll hove this drain unstopped just as soon os my striker brings the snoke."

Your liabilities—Arrange for payment of outstanding bills and loans by reduced installments, if necessary. The Soldiers' and Sailors' Civil Relief Act gives you certain protections against judgments entered while you are in the service. This often makes possible the suspension of payments on debts incurred before entering the service, beyond your ability to pay until after your discharge from the service. *It does not cancel the debt.*

Installment payments—On automobiles, appliances, furniture, etc., the Soldiers' and Sailors' Civil Relief Act protects you against repossession by companies financing purchase, except through court proceedings under certain conditions, and hence you may be able to arrange to scale down monthly payments, if necessary.

Civilian life insurance—Go over policies to be sure beneficiaries are correct. Arrange for premium payments. If you are experiencing difficulty in paying these premiums, consult the Veterans Administration to see if it will guarantee payment under the Soldiers' and Sailors' Civil Relief Act.

Hospitalization, surgical, sickness, disability insurance—Consider whether to continue or cancel policies. If you decide to cancel, request both a pro rata return of premium and the right to resume when you return. If your family is to be covered, arrange for reduced premium payments.

Fire insurance and personal property insurance—Check policies for expiration date, proper coverage and address. Get rebate if you cancel.

Real estate—If you own your own home, make arrangements for payments of taxes, mortgage payments, insurance premiums, repairs, etc. As to other real estate you may own, arrange for same payments and also for rent collections, lease obligations, termination or renewal, etc.

Mortage and land contracts—Arrange with lender for deferment or reduction of principal payments, if necessary. The Soldiers' and Sailors' Civil Relief Act may protect you against foreclosure.

Leases—Arrange to terminate leases on business or residence or to sublease. If you sublet, obtain your landlord's permission first and be sure the sublease terminates upon your return. If you give proper notice, the Soldiers' and Sailors' Civil Relief Act saves you from further liability under leases.

List of assets—Prepare a complete inventory of everything you own and where it may be found. Place list in your safe deposit box (or other safe place) and pay for such box for an adequate period in advance.

Marital history—Prepare a complete statement of your marital history, including the name of former husband or wife, if any, the dates and places of any previous marriages and of any divorces, and the dates and places of the deaths of any former husband or wife. Place the statement in your safe deposit box or other safe place. This information may be essential to establish the rights of your dependents to certain benefits.

Bonds and stocks—As to bonds, check interest and maturity dates and make arrangements for collection. As to stocks, arrangements should be made for the deposit of dividends and a limited power of attorney executed in case you wish to transfer the shares during your absence.

Automobile title and insurance—Be sure ownership and insurance records are available and in the name of the proper person. If your automobile will not be used for business purposes, you will probably be entitled to a reduced premium. A limited power of attorney should be executed if sale is planned.

Your address—Leave with some friend, in addition to your wife or mother and father, complete data as to yourself, where you are, how you may be reached, and keep that per-

son informed of changes while you are away. It may be necessary for him to reach you in an emergency.

Change of address card—File this with your post office. Have mail forwarded to you or to some responsible person who will act for you.

Draft board—If you are registered with Selective Service, you should notify your draft board if you are called to active duty as a Reservist.

Safe deposit box—Rent one for your important documents, etc. Consider authorizing some responsible person to have access during your absence.

Absentee ballots—States vary as to requirements to vote. Contact your County Registrar as to requirements and how to apply for an absentee ballot. Your local Registrar of Voters will advise you as to the necessary procedures. Check with the Voting Officer aboard your ship or station.

Certificates—Obtain three certified copies of your marriage certificate and your children's birth certificates and take with you into the service one certified copy of each of those certificates for allotment purposes. Put the remaining certified copies in a safe place, readily accessible to your family, for their possible use in filing claims with the Veterans Administration and the Social Security Administration. If you have been married before, obtain and put in a safe place two certified copies of your divorce decree or your former wife's death certificate.

These guidelines should help you square away your personal affairs. If in doubt, see your attorney or Legal Assistance Officer.

ALL HANDS *Magazine* published a "Rights and Benefits" issue in December 1963; it was reprinted in May 1964, as *Rights and Benefits of Navymen and Their Dependents* (NavPers 15885-B). This publication contains information that may be of interest to Reservists reporting for active duty, as well as their dependents. As provided for in BuPers Notice 1700 of 5 May 1964, this publication (of which only a very limited supply remains) is stocked at Naval Supply Centers, Norfolk, Va., and Oakland, Calif. Requisitions from Commanding Officers for less than 25 copies may be submitted to the appropriate NSC. Requisitions for more than 25 copies should be submitted to the Chief of Naval Personnel (Attn: Pers 114).

Exam Tear-Off Sheet Can Help You Win Next Time

What can your examination tear-off sheet do for you? Hold on to it—should you get less than a passing grade on the August advancement exam, the tear-off sheet will be a valuable aid while preparing for the next exam.

Note that your tear-off sheet has a "subject matter section identification chart." This chart summarizes the areas covered in your exam.

After advancement exams are graded at the Naval Examination Center, profile cards will be sent to those who have failed.

By transferring your evaluation from the profile card to the subject matter chart on the tear-off sheet, you have a graphic presentation of how your grade compares to your competitors'.

You will see at a glance the areas where your study failed to produce the desired results, and thus, where you should concentrate your study for the next exam.

Instructions for use of the tear-off sheet are printed on it. Of course, you hope you *won't* have to use it, but if you do, it can be very helpful.

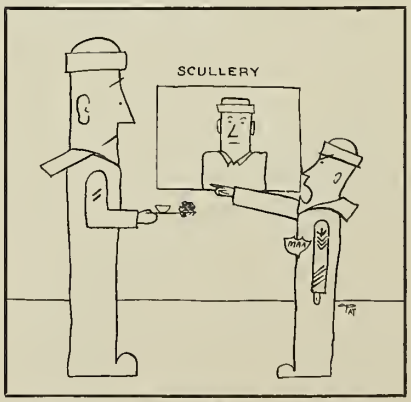
List of New Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Mister Moses (2949) (WS) (C): Comedy Drama; Robert Mitchum.

All-Navy Cartoon Contest
C. P. Patrick, DM1, USN



"Get back there and finish your spinach!"

Black Spurs (2950) (WS) (C): Western; Rory Calhoun, Linda Darnell.

The Black Torment (2951) (C): Melodrama; Heather Sears, John Turner.

Rattle of a Simple Man (2952): Comedy; Harry H. Corbett, Diane Cilento.

The Train (2953): Drama; Burt Lancaster, Jeanne Moreau.

How The West Was Won (2954) (WS) (C): Western; James Stewart, Debbie Reynolds.

Quick Before It Melts (2955) (WS) (C): Comedy; George Maharis, Anjanette Comer.

Sword Of Ali Baba (2956) (C): Melodrama; Peter Man, Jocelyn Lane.

The Devil's Agent (2957): Melodrama; Peter van Eyck, Marianne Koch.

Operation Snafu (2958): Comedy; Sean Connery, Stanley Holloway.

Yellow Rolls Royce (2959) (WS) (C): Comedy; Rex Harrison, Shirley MacLaine.

Joy In The Morning (2960) (C): Drama; Richard Chamberlain, Yvette Mimieux.

Man In The Dark (2961): Drama; William Sylvester, Barbara Shelley.

Conquered City (2962): Adventure Drama; Martin Balsam, Lea Masseri.

Hysteria (2963): Melodrama; Robert Webber, Lelia Goldoni.

Signpost To Murder (2964) (WS): Drama; Stuart Whitman, Joanne Woodward.

Gunfighters Of Casa Grande (2965) (WS) (C): Western; Alex Nicol, Jorge Mistral.

Love Has Many Faces (2966) (C): Drama; Lana Turner, Cliff Robertson.

Guns Of August (2967): Documentary.

Forever Amber (2968): Drama; Cornel Wilde, Linda Darnell (Re-issue).

Beach Blanket Bingo (2969) (WS) (C): Comedy; Frankie Avalon, Annette Funicello.

Those Calloways (2970) (C): Drama; Brian Keith, Vera Miles.

Mara Of The Wilderness (2971) (C): Adventure Drama; Adam West, Linda Saunders.

Rose Of Washington Square (2972): Tyrone Power, Alice Faye (Re-issue).

Iron Glove (2973): Ursula Thiess, Robert Stack (Re-issue).

New SHIP at Key West Has Well Schooled Crew

The Navy encourages young men to finish high school, at least, before they enter service. However, not everyone does.

Once in uniform, the value of a diploma becomes more and more evident to non-graduates, but the possibility of acquiring it becomes more distant. For one thing, there just aren't enough hours in the day.

For several reasons, Captain J. H. Carmichael, USN, Commanding Officer, Naval Station, Key West, believes that completion of high school requirements is an important step for young men. In addition to the increased advancement opportunities this opens for them, the naval station CO feels there might be evidence that high school graduates can adjust more easily to service life.

A personnel study at his command not long ago revealed that 61 men, under age 21, lacked a high school diploma.

Some positive action was in order, reasoned the Key West skipper, to help these men improve themselves. The task might seem overly formidable to the men as individuals attempting to finish high school, leading to further frustration and discouragement.

But as a group, they might find the experience more within grasp, and more rewarding.

The skipper thus devised SHIP—the Self-Help Improvement Program—designed to help less experienced men round out their education in several areas. The idea is to help each man generate a new source of strength and understanding within himself.

SHIP is not based on any conclusive evidence that non-graduates are prone to adjustment problems, but rather on a theory that positive action might help these men overcome certain frustrations.

The crew of the new SHIP are men under 21 who do not hold a high school diploma.

Members of CAPT Carmichael's staff mapped out a three-point program of supervised study, physical fitness and responsibility training—to be carried out during off-duty hours.

The command's personnel officer is training officer for SHIP. He maintains an educational profile on each of the 61 men in the pilot group. Each man is counseled on which high school courses he needs for a diploma.

The training officer has arranged with Key West High School for the enrollment of SHIP members in the school's evening adult educational program. An option of two evening classes at the local school or USAFI courses is offered each man. USAFI students are assigned to a supervised study hall for three one-hour evening periods each week.

A fourth evening session is set aside for all men to attend the responsibility realization program. Reminiscent of shipboard bull sessions, the meetings are called Fantail Talks. In these forums, the station chaplains, doctors, legal officer, department heads and local civilian leaders lead discussions covering leadership, traffic safety, personal finance, discipline, religion, morals, personal hygiene and, perhaps most important, topics chosen by the students themselves.

The training officer's assistant is a chief yeoman, who manages the basic organization of the program. His duties include obtaining necessary courses and textbooks, planning curriculum and classroom schedules, counseling personnel, supervising classes, keeping records on each man and other miscellaneous duties.

The physical fitness program is headed by the Key West legal officer. He doesn't make it easy on himself or the men. The group musters for a vigorous workout at 0545 Monday through Friday. At more respectable hours of the day the men take part in swimming lessons, softball games or other seasonal sports, and pistol and rifle qualifications.

The program has proven itself, and is now operated on a permanent basis. If not by statistics alone, results of the program to date are encouraging. Twelve of the original 61 men in the group have attained their high school diplomas, and all others are closer to this goal.

Reaction from men enrolled varies. After adjusting to a school-day routine on top of their regular duties, and groaning through calisthenics at sunrise, most of the men began to recognize that the whole purpose was to benefit them at the expense of a few hours of liberty. To a large extent, they have developed their own *esprit de corps*.

There are three ways a man may terminate his duty in SHIP—by attaining his high school equivalent education; by reaching his 21st birthday, or by being transferred to another duty station.

Pleased by the first method and resigned to the second, CAPT Carmichael hopes that someday a similar program will be administered more widely in the Navy, so a man can continue his training when transferred from Key West.

As he puts it, "I think it is safe to conclude that this in-service high school plan has afforded an opportunity of becoming better citizens and Navymen to a few young men, who otherwise might have run afoul in service life and chosen to get out, discouraged."

—LT Thomas Coldwell, USN

All-Novy Cortoon Contest
W. R. Moul, CTCA, USN

"You can't do onything right, can you, Robinson?"

Aerospace Museum

A recent adjunct to the San Diego Aerospace Museum in Balboa Park, San Diego, Calif., is the Naval and Marine Air Museum. The interest of this museum spans the entire history of naval aviation.

Exhibits highlighting the innumerable contributions of such men as Chambers, Ellyson, Towers, and others in the pioneer days of this fascinating field, as well as records of most recent feats will be seen by visitors.

Photographs, documents, artifacts and other items of interest may be contributed by contacting the Curator, Naval & Marine Air Museum, San Diego Aerospace Museum, Zoo Drive, Balboa Park, San Diego, Calif.

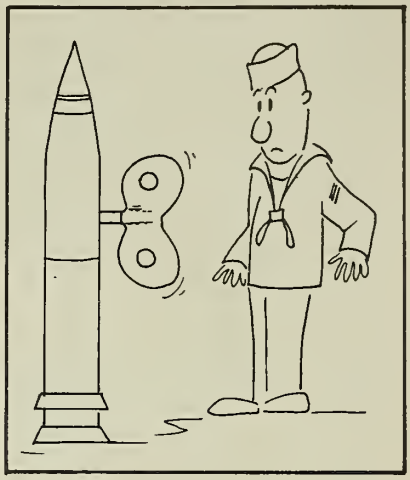
35 Ratings Temporarily Cut from Seavey to Reduce Backlog

MOST NAVYMEN know that the object of Seavey is to provide stability ashore and afloat through planned reassignment and equitable rotation of all enlisted men.

There is also another objective—to forecast accurately the time bracket in which a man will be transferred from sea to shore. Those in Seavey C-65, for example, can expect to receive orders ashore between Oct 1965 and 31 Jan 66.

The mechanics of Seavey/Shorvey require that sea duty cut-off dates be established three times a year for all ratings. This change (from once a year) was made last fall to provide a more responsive and more reliable Seavey—better for the Navy and better for the individual sailor. When planning the 1 July Seavey C-65 BuPers Notice, it became increasingly obvious that something had to be done to deplete the big backlog of Navymen from rotation waiting lists of previous years.

It is no mystery why the movement ashore had fallen behind in some areas—35 ratings to be exact. The earlier planning for once-a-year Seaveys had been inexact due to the necessity for making estimates far into the future. Moreover, it is no secret that the world situation has



made it imperative that ships and aircraft squadrons—particularly those in the Pacific—be kept as fully manned as possible.

Shore opportunity, as a result, has been reduced—making the excesses on Seavey even greater than they were before the stepped-up operations in the Pacific.

BuPers was faced with two alternatives—back up cut-off dates two or more years to prevent an excess of Navymen being added to the rotation waiting lists because of advancements, completion of sea extensions, etc., or completely stop the flow of personnel to the waiting lists.

Accepting either alternative became more or less a matter of choosing the lesser of two evils. However, nobody would be removed from the Seavey waiting listing under either plan.

Because of the large number of ratings involved, the alternative of retarding the sea-duty commencement dates was not considered feasible because of the undesirable effect such action would have on morale.

By omitting the rates already having long waiting lists from Seavey C-65, at least men in these ratings would know where they stand. Large numbers of enlisted men would not enter Seavey only to find they could not be transferred during the Seavey period. Navymen in ratings omitted from Seavey C-65 who were previously recorded on Seavey will, of course, remain there.

There is this consolation for those in the omitted rates, men already on the lists will be assigned only through Seavey procedures unless urgent requirements dictate otherwise. Navymen not added will retain their

RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE
QM2	Oct 59	OMCS	Aug 63	SHCM	Apr 63	EM1	Dec 58	EADCN	Oct 62	BUCS	Apr 63
QM3,	Aug 60	YNCM	Aug 63	SHCS	Apr 63	SFCM	Dec 60	EAS2	Oct 62	BUC	Jul 62
QMSN	Aug 60	YNCS	Aug 63	SH2	Dec 56	SFCS	Dec 60	EAS3	Apr 63	BU1	Feb 62
SMCM	Mar 62	YN3	Aug 63	SH3	Dec 56	DCCM	Apr 63	EASCN	Apr 63	BUL2	Jul 60
SMCS	Feb 62	YNSN	Aug 63	SHSN	Dec 56	DCCS	Apr 63	CECM	Apr 63	BUL3	Oct 62
RDCM	Apr 62	PNCM	Apr 63	JO		DCC	Nov 61	CECS	Apr 63	BULCN	Oct 62
RDCS	Apr 62	PNCS	Apr 63	(all rates)	Aug 63	PMCM	Aug 63	CEC	Dec 61	BUH2	Jul 60
RD3	Dec 60	PNC	Aug 63	PCCM	Dec 62	PMCS	Aug 63	CEP2	Mar 62	BUH3	Oct 62
RDSN	Dec 60	PN1	Aug 63	PCCS	Dec 62	PMC	Oct 60	CEP3	Oct 62	BUHCN	Oct 62
TM3	Sep 60	PN2	Aug 63	PC3	Aug 61	PM1	Oct 60	CEPCN	Oct 62	BUR2	Jul 60
TMSN	Sep 60	PN3	Aug 63	PCSN	Aug 61	PM2	May 59	CES2	Feb 63	BUR3	Oct 62
GMT1	Mar 63	PNSN	Aug 63	LICM	Aug 63	PM3	Jun 60	CES3	Aug 63	BURCN	Oct 62
MTCM	Apr 63	SKCM	Apr 63	LICS	Aug 63	PMFN	Jun 60	CESCN	Aug 63	SWCM	Nov 62
MTCS	Apr 63	SKCS	Dec 62	DM		MLCM	Dec 61	CET2	Dec 62	SWCS	Nov 62
MNCM	Aug 63	SK3	Apr 62	(All rates)	Aug 63	MLCS	Dec 61	CET3	Oct 62	SWC	Aug 60
MNCS	Aug 63	SKSN	Apr 62	MMCM	Mar 60	MLC	Jun 61	CETCN	Oct 62	SW1	Jul 59
DSCM	Dec 62	DKCM	Dec 62	ENCS	Oct 59	ML1	Jun 60	EOCM	Apr 63	SWE2	Dec 59
DSCS	Dec 62	DKCS	Jun 62	MRCM	Feb 62	ML2	Mar 58	EOCS	Apr 63	SWE3	Oct 62
DSC	Aug 63	DK3	Aug 63	MRCS	Feb 62	ML3	Mar 61	EOC	Jun 62	SWECN	Oct 62
DS1	Aug 63	DKSN	Aug 63	BT1	Feb 58	MLFN	Mar 61	EO1	Sep 61	SWF2	Dec 59
DS2	Aug 63	CSCM	Sep 62	BT2	Jan 58	EACM	Aug 63	EON2	Nov 62	SWF3	Oct 62
DS3	Aug 63	CSCS	Sep 62	BRCM	Feb 61	EACS	Aug 63	EON3	Nov 62	SWFCN	Oct 62
DSSN	Aug 63	CSC	Apr 61	BRCS	Feb 61	EAC	Aug 63	EONCN	Nov 62	UTCM	Aug 63
IMCM	Dec 62	CS1	Nov 60	BRC	Apr 59	EA1	Oct 62	CMCM	Aug 63	UTCS	Aug 63
IMCS	Dec 62	CS3	Mar 62	EMCS	Dec 61	EAD2	Oct 62	CMCS	Aug 63	UTC	Mar 62
OMCM	Aug 63	CSSN	Mar 62	EMC	Dec 60	EAD3	Oct 62	BUCM	Apr 63	UT1	Mar 61

eligibility for other Fleet programs administered by type commanders, such as preferred sea duty; overseas shore duty; new construction duty; "swaps," and others.

In fact, quite a few good overseas duty billets have, in the past, been filled by men who were not eligible for Seavey, because there weren't enough volunteers for overseas service from men recorded on Seavey. Through Seavey procedures, overseas assignments will only be made to billets where a man is allowed to take his dependents.

Here are the ratings omitted from Seavey C-65. Needless to say, as soon as the waiting lists in these ratings disappear, the ratings will again be added to Seavey.

RATING	PAY GRADE
BM	All
QM	E-9, E-8, E-7, E-6
SM	E-7, E-6, E-5, E-4, E-3
RD	E-7, E-6, E-5
ST	All
TM	E-9, E-8, E-7, E-6, E-5
GM	All except GMT1
FT	All including NEC 1143, 1144
MT	E-7, E-6, E-5, E-4, E-3
MN	E-7, E-6, E-5, E-4, E-3
ET	All
IM	E-7, E-6, E-5, E-4, E-3
OM	E-7, E-6, E-5, E-4, E-3
RM	All
YN	E-7, E-6, E-5
SK	E-7, E-6, E-5
DK	E-7, E-6, E-5
CS	E-5

"Chief, you've got that look in your eye. What did I volunteer for this time?"

SH	E-7, E-6
PC	E-7, E-6, E-5
LI	E-7, E-6, E-5, E-4, E-3
MM	E-8, E-7, E-6, E-5, E-4, E-3
EN	E-9, E-7, E-6, E-5, E-4, E-3
MR	E-7, E-6, E-5, E-4, E-3
BT	E-9, E-8, E-7, E-4, E-3
BR	E-6
EM	E-9, E-5, E-4, E-3
IC	All
SF	E-7, E-6, E-5, E-4, E-3
DC	E-6, E-5, E-4, E-3
CE	E-6
CEW	E-5, E-4, E-3
EOH	E-5, E-4, E-3
CM/A/H	E-7, E-6, E-5, E-4, E-3
SD	E-7, E-6, E-5, E-4

To be eligible for Seavey C-65, you must:

- Be in an on board for duty status.
- Be in one of the eligible rates listed below.
- Have begun a continuous tour of sea duty in or before the month and year specified in the list of eligible rates.
- Have active duty obligations to January 1968 or later.

Navymen who hold a conversion PNEC (XX99) will be considered to be serving in the rating to which they are converting.

Here at bottom of these pages is the list of the rates that are on Seavey C-65 together with their sea duty cut-off dates.

Enlisted Correspondence Courses Now Available

One new enlisted correspondence course recently became available through the Naval Correspondence Course Center, Scotia, N. Y. 12302, as well as three revised ones. The four issues are:

- ECC Electronics Technician 2, NavPers 91375-2 (supersedes NavPers 91374-2A and NavPers 91375-1A).
- ECC Mineman 1 & C, NavPers 91337-2 (supersedes NavPers 91336-1 and NavPers 91337-1A). Confidential.
- ECC Boilermaker 1 & C, NavPers 91515-1 (supersedes NavPers 91515A).
- ECC Aviation Maintenance Administrationman 3 & 2, NavPers 91498 (new).

RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE
UTA2	Jun 60	ATCM	Aug 63	AQCM	Apr 63	AECM	Aug 63	PR1	Jul 63	PH1	Mar 63
UTA3	May 62	ATCS	Aug 63	AQCS	Apr 63	AECS	Aug 63	PR2	Mar 63	PH2	Feb 63
UTACN	May 62	ATC	Aug 63	AQC	Aug 63	AEC	Jun 63	PR3	Aug 63	PH3	Aug 63
UTB2	Jun 60	AT1	Aug 63	AQ1	Aug 63	AE1	May 63	PRAN	Aug 63	PHAN	Aug 63
UTB3	Dec 60	ATR2	May 63	AQB2	Aug 63	AE2	Feb 63	AG1	Feb 63	PTCM	Aug 63
UTBCN	Dec 60	ATR3	May 63	AQB3	Aug 63	AE3	Aug 63	AG2	Feb 63	PTCS	Aug 63
UTP2	Jun 60	ATRAN	May 63	AQBAN	Aug 63	AEAN	Aug 63	AG3	Aug 63	PTC	Aug 63
UTP3	Dec 60	ATN2	May 63	AQF2	Aug 63	AMCM	Aug 63	AGAN	Aug 63	PT1	May 63
UTPCN	Dec 60	ATN3	May 63	AQF3	Aug 63	AMCS	Aug 63	AKCM	Aug 63	PT2	May 63
UTW2	Jun 60	ATNAN	May 63	AQFAN	Aug 63	AMSC	May 63	AKCS	Aug 63	PT3	May 63
UTW3	Dec 60	ATW2	May 63	ABCM	Aug 63	AMS1	Mar 63	AKC	Aug 63	PTAN	May 63
UTWCN	Dec 60	ATW3	May 63	ABCS	Aug 63	AMS2	Feb 63	AK1	May 63	HMCM	Aug 63
SDCM	Apr 63	ATWAN	May 63	ABEC	Dec 62	AMS3	Aug 63	AK2	Aug 63	HMCS	Aug 63
SDCS	Apr 63	AXCM	Aug 63	ABE1	Nov 61	AMSAN	Aug 63	AK3	Aug 63	HMC	Jun 63
TN	Jul 62	AXCS	Aug 63	ABE2	Sep 61	AMHC	Feb 63	AKAN	Aug 63	HM1	Jun 63
ADCM	Aug 63	AXC	Mar 63	ABE3	Feb 63	AMH1	May 63	AZCM	Aug 63	HM2	Jun 63
ADCS	Aug 63	AX1	Mar 63	ABEAN	Feb 63	AMH2	Feb 63	AZCS	Aug 63	HM3	Jun 63
ADRC	Aug 63	AX2	Mar 63	ABFC	Feb 63	AMH3	Aug 63	AZC	Aug 63	HN	Jun 63
ADR1	Aug 63	AX3	May 63	ABF1	May 63	AMHAN	Aug 63	AZ1	Feb 63	DTCM	Aug 63
ADR2	Feb 63	AXAN	May 63	ABF2	Oct 62	AMEC	Aug 63	AZ2	Feb 63	DTCS	Aug 63
ADR3	Aug 63	AOCM	Aug 63	ABF3	Feb 63	AME1	Jun 63	AZ3	Aug 63	DTC	Jun 63
ADRAN	Aug 63	AOCS	Aug 63	ABFAN	Feb 63	AME2	Feb 63	AZAN	Aug 63	DT1	Jun 63
ADJC	Aug 63	AOC	Feb 63	ABHC	Feb 63	AME3	Aug 63	PHCM	Aug 63	DT2	Jun 63
ADJ1	Feb 63	AO1	Jan 63	ABH1	Feb 63	AMEAN	Aug 63	PHCS	Aug 63	DT3	Jun 63
ADJ2	Feb 63	AO2	Feb 63	ABH2	Feb 63	PRCM	Aug 63	PHC	Aug 63	DN	Jun 63
ADJ3	Aug 63	AO3	Feb 63	ABH3	Apr 63	PRCS	Aug 63				
ADJAN	Aug 63	AOAN	Feb 63	ABHAN	Apr 63	PRC	Feb 63				

Complete details concerning Seavey C-65 can be found in BuPers Notice 1306 of 14 Jul 1965.

Here's Good News For Air Crewmen

• PERMANENT AC INSIGNIA—Wearing of the aircrew breast insignia on a permanent basis has been approved by the Secretary of the Navy, with an effective date of 14 Jun 1965.

Previously, qualified aircrewmen were permitted to wear the breast insignia only while assigned as regular members of an aircraft flight crew.

Hereafter, the insignia may be worn as long as the aircrewman maintains his designator (AC), unless physically disqualified. This applies to all aircrewmen who held an (AC) designator on 14 June and those designated after that date.

The right to wear the insignia at all times will be rescinded only when an aircrewman is disqualified for aircrew duty by either:

• Lacking the minimum operational qualifications, as determined by an appropriate technical examination, or

• No longer volunteering for aircrew duty to which he is assigned.

He may continue to wear the insignia during periods when he is physically or psychologically disqualified for aircrew duty.

This change has been incorporated in Change 11 to the *BuPers Manual*.

"What do you mean, THAT penguin? You've seen one, you've seen 'em all."

• TAX ON DISLOCATION ALLOWANCE—The Internal Revenue Service has ruled that dislocation allowances are subject to withholding of federal income tax and should be included as taxable wages reported on a Navyman's Form W-2.

Since 1 Jul 1965, the Navy has withheld taxes in the amount of 14 per cent of the nearest dollar from dislocation allowances and will report the allowance as taxable wages in Form W-2.

Payments of dislocation allowances made to Navymen between 1 Jan 1965 and 30 Jun 1965 will be included as taxable compensation on their Form W-2, but no tax was withheld.

• RETENTION TASK FORCE—In January this year, the Secretary of the Navy requested comments and suggestions regarding the Navy's retention problem from all naval personnel who wished to write. Letters were to be addressed directly to the Secretary of the Navy's Retention Task Force.

The response to this request has been excellent, and many ideas of considerable merit have been received.

Although *Navy Regulations* requires that all correspondence directed to SecNav shall be channeled through the chain of command, this regulation was specifically waived by the Secretary in this case. Both the Secretary and the Chief of Naval Operations concur with this procedure, and specifically encourage Navymen to submit their ideas directly to the task force.

A CNO basegram sent to naval activities advises that it is desired to continue the policy of the SecNav notice and commanding officers are requested to encourage personnel to submit their ideas directly from the individual to the task force. Ideas may be addressed as follows:

The Director, Secretary of the Navy's Task Force on Military Retention
Office of the Secretory, Room 3732
Arlington Navy Annex
Washington, D. C. 20370

Rundown on Rules and Scoring in Navy Wrestling

How long has it been since you saw an amateur wrestling match—and understood what was going on?

Amateur Athletic Union (AAU) freestyle wrestling rules are used in the All-Navy and Interservice championships. Here is a rundown on the rules and scoring.

Matches consist of two five-minute periods with a one-minute rest period between them. The exception occurs when a wrestler has his opponent in a pinning position at the end of the first period.

In both periods, the wrestlers start from the standing position.

Bad points are awarded wrestlers for various maneuvers and situations during a bout. Since the rules are designed around trying for a fall, winning by a fall is the only way to escape getting bad points in a match.

Six bad points are necessary to eliminate a wrestler from competition. A wrestler cannot be eliminated in one match, since the maximum number of points for a bout is four.

"Bad Points"	
Win by a fall	0
Win by decision	1
Draw bout	2
Loss by decision	3
Loss by fall	4

Points are used to determine the winners of decision bouts. They are given for maneuvers on the mat from standing or down positions, as follows:

• One point—takedown; reversal (taking advantage position on top from the bottom position); tilt (exposing opponents' shoulders to the mat at less than a 90-degree angle).

• Two points—tilt (keeping opponent in momentary danger through an instantaneous fall, rolling fall or accidental fall).

• Three points—tilt (keeping opponent in danger with shoulder at less than a 90-degree angle to the mat for five seconds, or for a series of rolling falls and bridges for five seconds).

Illegal holds include such maneuvers as gripping uniforms, pulling hair or ears, applying a scissors to the head or body of an opponent, kicking, biting, using a full nelson from the rear, etc. If an illegal hold is used, a *caution* is given to the offending wrestler and his opponent is awarded one point.

In freestyle wrestling, a fall is awarded when a wrestler's shoulders are held to the mat for two seconds.

Now all you need is a ticket.

• OPEN RATES FOR RESERVISTS—The Chief of Naval Personnel has issued a revised list of open rates in which active duty Reservists may enlist in the Regular Navy or continue on active duty in a Reserve status.

To be eligible, a man must have the recommendation of his commanding officer. The recommendation will be based upon background, performance, conduct and capability.

The applicant must also be serving on active duty. Temporary active duty or active duty for training does not qualify. He must be a citizen of the United States or an immigrant who can prove he intends to become a citizen. The applicant must not be over 40 years old and be able to complete 20 years of active duty before reaching the age of 51 to qualify for enlistment in the Regular Navy.

The revised list, which was issued as Change 1 to BuPers Inst. 1130.4H, includes the open rates:

	QM2		QM3
			SM3
STC	ST1	ST2	ST3
	RD1	RD2	RD3
			TM3
			GMM3
			GMT3
	FT1	FT2	FT3*
		MT2	MT3
ETC	ET1	ET2	ET3
	DS1	DS2	DS3
	RM1	RM2	RM3
			CT3 (except A&O branch)
			CS3
			CYN3
			PC3
MAC	MA1	MA2	MA3
	MM1	MM2	MM3
		BT2	BT3
	BR1		
		EM2	EM3
	IC1	IC2	IC3
			SFM3
			SFP3
			DC3
			BUH3
			DT3
			AT3
			AC3
			AE3
			AG3
			TD3
	ABH1	ABH2	ABH3
	AQ1	AQ2	AQ3
			AMH3
			AME3
		PT2	PT3
AXC	AX1	AX2	AX3
	AN	AA	AR
	SN	SA	SR
	FN	FA	FR
	TN	TA	TR

* Includes service ratings.

Navy Lends a Hand In Midwestern Towns

THIS YEAR Midwestern communities were hit by floods and tornadoes. Navy units and individual Navymen were on hand—to lend a hand.

The Navy was first called to help battle the rising floodwaters of the Mississippi and its tributaries. While a group of active duty men and Reservists fought a battle to keep Reserve Training Centers dry, other Navymen pitched in to help flood-threatened areas.

• Navy helicopters from the Naval Air Station at Minneapolis, Minn., flew more than 95 sorties, evacuating civilians and surveying flooded areas for disaster control officials.

• Planes from the Naval Air Station at Glenview, Ill., flew cargoes of pumping equipment, life jackets, clothing and tools into cities.

• The Naval Training Center at La Crosse, Wisc., was turned into a disaster shelter for more than 100 local families who had been driven from their homes by the rising flood.

The Navy was also on the scene when a tornado tore through three northern Illinois towns earlier this year, causing deaths and injuries, and more than $5,000,000 in damages.

SHORTLY AFTER the tornado hit, Navymen, Marines and Navy civilian employees brought heavy equipment from the Great Lakes Naval Training Center and teamed up with other volunteer groups to clean up the communities of Crystal Lake, Island Lake and Bayview.

The Navy clean-up squad manned dump trucks and front-end loaders plus a crane and grader.

In Island Lake and Bayview, clean-up squads made a mountain of debris which covered an entire city block. In Crystal Lake they filled a small farm with refuse and ruins from the tornado.

More than 100 sailors from the Great Lakes Training Center responded to the distress call during the first two days. Most were from the Public Works and First Lieutenant's departments of the Naval Administrative Command and from the Naval Examining Center.

The Great Lakes unit was on the scene for 11 days helping to clear debris. Before the emergency job was ended, they had worked a total of 6400 man hours.

QUIZ AWEIGH

It'll soon be advancement time again, and whether or not you make the promotion list may well depend upon your military knowledge. Test yourself on these questions from Basic Military Requirements (NavPers 10054A).

1. A chief master at arms heads the MAA force aboard large ships and is directly responsible to the:
   (a) Commanding officer.
   (b) Executive officer.
   (c) First lieutenant.

2. The correct medication for eye contamination by a blister gas is:
   (a) M5 ointment.
   (b) Atropine.
   (c) Water.

3. To receive an honorable discharge, a Navyman's semiannual marks during his enlistment must average at least _____. His average conduct mark, however, must be _____ or higher.

4. Residual radiation after a nuclear detonation would normally be greatest if the blast were a/an:
   (a) Air burst.
   (b) Surface burst.
   (c) Subsurface burst.

5. The hulls of most shipborne boats are painted with regulation haze grey. One particular type of boat, however, commonly has a black hull. It is a:
   (a) Motor whaleboat.
   (b) Gig.
   (c) Barge.

Answers to Quiz Aweigh may be found on page 62

LETTERS TO THE EDITOR

One Pathway That Leads to Stars

SIR: I read recently that the Navy now has its "satellite navigation system" in operation; in fact, that the system was successful in tests conducted during Sea Orbit by USS *Long Beach* (CCN 9) last summer.

As a quartermaster, I am very interested in this new system. What are my chances of receiving training for operating this equipment?

I am presently scheduled to report to Submarine School on 16 Aug 1965. If I request additional training in this field, to whom should I address this request? Also, should I make the request before or after I complete Submarine School?—F. C. O., QM2, USN.

• *Don't mean to discourage you, but there is very little chance that you, being a quartermaster, could work directly with the Satellite Navigation System equipment. The equipment associated with the system is just about all electronic, and is operated and maintained by SINS, NAVAIDS and NAVDAC electronic technicians.*

However, if you desire to be on ships that will have this equipment and want the opportunity to work in association with the navigation department, you should do the following:

Complete Submarine School; request duty on board an SSBN (Polaris *submarine); qualify in submarines; then request the Quartermaster C school at Dam Neck, Va. (Guided Missiles School). The title of the course is "SSBN Navigation Operation" and it is six weeks long. Prerequisite for this school is qualification in submarines.*

Satisfactory completion of the course earns for the student an NEC of 0221.

It is up to the individual whether he requests this course before or after Submarine School. However, it would probably be wise to submit the request upon arrival at New London.

Any further questions on this subject should be directed to the Bureau of Naval Personnel, Pers C-231 (Submarine Training Section)—ED.

Extension Physical

SIR: Why is a physical examination required for an extension of enlistment? I am speaking specifically of a first-termer with less than four years of service. Frequently kiddie-cruisers must extend their enlistments for several months to receive a school assignment or complete a cruise. In many cases their extension and separation physicals come within two or three months while a career man often goes six years between physicals.—E. A. B., PN2, USN.

• *Technically, because it's the law. An extension of an enlistment is basically a reenlistment for a short period. Reenlistments require physicals. To treat the matter differently would result in a fantastic paperwork snarl.*

Then, too, the medical people find it very handy. In the first place, an extension physical can, and often does, reveal minor physical defects which, in many instances, can be corrected before separation from the active list. In such a situation, if the man did not *have an extension physical, the defect would not be uncovered until the separation physical at the last moment, and correction of the trouble would require another extension.*

Secondly, the exam provides information concerning the current state of the man's health and is consequently a permanent record affording documentary evidence and protection for the individual as well as for the U. S. Navy.

For further information, we suggest you consult articles 1278 and 1280 of "U. S. Navy Regulations," article 15-40(2) of the "Manual of the Medical Department" and article C-1407 (5a) of the "BuPers Manual."—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

NAVY-Marine Corps medal for bravery was given to James R. Taylor, BM1 (DV) by Secretary of the Navy.

Military and Civilian Ranks

SIR: I've heard of a comparability chart which relates Government Civil Service ratings to corresponding military grades. Does such a chart exist and, if so, where may I locate a copy?

If the answer to the first question is yes, is it legal (as a case in point), for a GS-5 military personnel clerk to be put in a supervisory and evaluating position over a personnelman first class?

For example, would it be legal for this GS-5 to recommend enlisted performance evaluations (or disciplinary actions) for enlisted men?—J. C., USN.

• *No, no, no. And no again, just for effect.*

Comparability charts do *exist, to be sure, but not for the purpose of which you speak. They relate civilian grades to military grades (primarily officer) for such purposes as honors, stateroom privileges, and wardroom seating positions. The comparability is primarily social and bears absolutely no relationship to military responsibility.*

OpNav Instruction 1610.1 established the Navy's internal policy concerning the working relationships between military and civilians. The instruction says, " . . . civilian personnel can have no part in the administrative execution of strictly military functions as prescribed by tradition, law and regulations. The exercise of military command and the execution of military functions must remain a direct responsibility of naval command."

Officers in command of naval activities which are staffed jointly by naval and civilian personnel are to ensure that the exercise of naval command, and the execution of military functions, are held completely within naval command lines.

Specifically, the responsibility for assigning or recommending performance evaluations—or disciplinary action—by a government employee, regardless of the grade of the employee or rate of the Navyman, would be contrary to basic naval organization, to the laws governing discipline and performance of duty and to all principles of military command.

If you're interested, now that the military matter is settled, here is the comparability chart MSTS uses when assigning berthing and messing to government employees: GS-16 or above to a flag officer, GS-15 to a captain, GS-14 and 13 to commander, GS-12 to a lieutenant commander, GS-10 and 11 to lieutenant, GS-8 and 9 to a lieutenant junior grade, and a GS-7 to an ensign. All lower GS grades are lumped together as comparable to enlisted men of any rate in the Navy.—ED.

Exams for First Super Chiefs

SIR: I think the first two groups of E-8s and E-9s did not take examinations but were selected by a board solely on the basis of recommendations, service and record.

Others say examinations have been given for these two pay grades since the beginning. Who's right?—R. G. C., ENC(SS), USN.

• *Sorry, Chief, the others are right. Pay grades E-8 and E-9 were authorized by the 85th Congress in 1958. According to the bill, one per cent of the Navy's total enlisted strength was to be included in pay grade E-9 and two per cent in pay grade E-8.*

The new billets were distributed among all ratings in proportion to the number of petty officers in each rating.

In addition to satisfying time in rate and time in service requirements and needing a recommendation from their commanding officer, applicants had to compete in regular service-wide examinations.

Those who passed the examination had their records reviewed by a selection board and final selections were made as the result of the review.—ED.

Aviator Flight Surgeons

SIR: A BM1 and I have a disagreement concerning flight surgeon training. According to him, at one time a Navy doctor also had to be a qualified naval aviator before being designated as a flight surgeon. I say there was never such a requirement. Who is correct?—B. L. M., HM1, USN.

• *You are. It's easy, however, to see how your friend was misled.*

At present a Navy doctor who wants to become a flight surgeon must complete a six-month course in aviation medicine at Pensacola, Fla. A six-week portion of this training is flight indoctrination including about 30 hours of flying. At the end of the six-week period the doctor is qualified to solo. Chances are, if he has no disqualifying physical defects such as bad eyesight, he will take advantage of the opportunity and will *solo.*

A solo flight, however, does not qualify the doctor as a naval aviator. Far from it. A Navy pilot studies two years before receiving his wings.

In case you're interested, the Navy usually retains about 400 flight surgeons. At present, 16 of these are also qualified and designated naval aviators. Two are graduates of the Test Pilot School at Patuxent River, Md.—ED.

RESCUE of three Costa Ricans from flash flood earned Navy Commendation Medal for Jack M. Smith, CE2.

CHIEF Radioman Gilbert T. Smith won SecNav Commendation for superior performance aboard frigate Coontz.

Position of Miniature Medals

SIR: I recently overheard some officers here in Korea discussing the correct position of miniature medals on evening dress and dinner dress uniforms. I decided to look up the regulations for myself.

Uniform Regulations (Article 1032) states that ". . . the holding bar of the lowest row of miniature medals shall be positioned on the left lapel three and one-half inches below the notch." However, in each of the three illustrations in Appendix A, the miniature medals are in different positions in relation to the lapel notch.

In the discussion, some had the opinion that three and one-half inches was too low for the miniature medals. They contend that the medals present a better appearance at the two-inch level.

Since all naval officers (lieutenant and above) are required to have the evening and dinner dress uniforms, I'm quite sure many will consult the illustrations instead of the written regulation on how such uniforms are worn. Shouldn't the illustrations and the written regulation present the same picture?—M. O., YNCA, USN

• *We agree. And so does the Uniform Board, to whom we sent your letter. Conformance, of course, is desirable, but remember that the photographs are models used to convey a general impression of the regulations—not to show precisely how the medals are worn.*

Therefore, when a minor repositioning of insignia and medals is made, the photographs usually are not changed until a major reprinting occurs. A more precise illustration may be found in Appendix B-27 of Uniform Regs."

Since the miniature medals on the dinner and evening dress jacket uniforms are the focal point around which other insignia are positioned, it is necessary that the medals be low enough on the lapel for breast insignia to be worn without presenting an awkward appearance.

True, the medals could be lowered only when breast insignia are worn, but the Uniform Board prefers uniformity—that is, everyone wear their medals three and one-half inches beneath the lapel notch. Also remember that this position is for the lowest holding bar. Should two or three rows of medals be worn, the breast insignia would again be forced too high.—ED.

Belay That Last Word

SIR: It seems to me that I see more and more Navy correspondence—some of it high level and official—using the term *hours* when referring to the time of day.

I can find no such usage in *Navy Regulations* and wonder if I've missed something or is the use of this seemingly redundant term somehow creeping into Navy usage?—H. D. A., CAPT., USN.

• *We're glad you asked. We can see no reason for saying something happened at 0800 hours when clarity is better served by saying it happened at 0800.*

We queried the Office of the Chief of

LIFESAVER—Joseph E. Kisner, EN3, is given Commendation for Achievement Medal for saving woman's life.

JAPANESE Self Defense Force submarines *Natsushio* (SS 523) and *Fuyushio* (SS 524) moored at Pearl Harbor pier on arrival for month-long training visit.

Naval Operations on the subject and were told that there is no sanction for the use of the word hours.

The subject is not covered in "Communications Instructions," the "Naval Orientation" manual or by the "Dictionary of U. S. Military Terms for Joint Usage." "U. S. Navy Regulations" consistently uses numbers and omits the word hours. *We quote as an example: "All ships and naval stations shall display the National Ensign at half-mast from 0800 until the completion of the salute, or until 1220 if no salute is fired."*

From all this, we can but deduce one great truth. We pass on the word that those professionally concerned do not use the term hours *when referring to the time of day.*—ED.

Two Can Live Cheaper Than One

SIR: My wife and I are both in the service. I am attached to a squadron and she is attached to NAS Barber's Point. Since we are both attached to the same naval air station and are living in off-base housing (non-government) why can't we draw BAQ?

I have talked to three other sailors in this hangar alone who are married to Waves, and drew some sort of BAQ before their wives left the service. Two of these servicemen were on sea duty, as I am now.

I have made numerous trips to the personnel office, and they still say it can't be done. Can you help? And If I am eligible for BAQ, can I collect back to when we were first married in November 1964—F. W. W., AMH2, USN.

• *Are you ever in luck! You evidently* are *entitled to BAQ, and it* is *retroactive. (Providing, of course, your letter contains all the pertinent information.)*

In cases such as yours, when a Navyman is married to a Wave, paragraph 044037-7e(2) of the "NavCompt Manual" provides that, when quarters are not available for assignment to the husband for occupancy by himself and his wife, the Navyman is entitled to the BAQ prescribed for a member without dependents provided both the husband and wife are stationed at the same or adjacent posts or shore stations and occupy a joint residence off station.

But . . . a Navyman on sea duty is not allowed to draw BAQ as a member without dependents. Your present assignment was considered sea duty for BAQ purposes and consequently you properly had been denied the allowance.

But . . . Alnav 18, effective May 1965, changed the picture. This Alnav stated that members without dependents assigned to aviation squadrons with permanent duty stations ashore (such as your squadron) are entitled to BAQ if they are not assigned adequate government quarters, despite the former stipulation concerning sea duty.

So . . . if you meet the criteria established in the "NavCompt Manual" you are entitled to receive the BAQ normally given a Navyman who has no dependents. And, also a result of Alnav 18, you are entitled to retroactive credit of BAQ as a Navyman without dependents to the date of your marriage if such credit was denied you before solely on the basis that you were on sea duty with the squadron.

Happy now?—ED.

Helos Are Carrier-Based, Too

SIR: I read with interest your May 1965 issue. However, there was one omission.

On pages 16 and 17 there are pictures of various carrier-based aircraft in the Navy, but where are the helicopters? Since Helicopter Antisubmarine Squadron 11 is definitely a carrier-based squadron—presently embarked on board USS *Wasp* (CVS 18)—and since helicopters are a part of the Navy's ASW team, I feel they deserve mention.—J. S. Meserve, LTJG, USNR.

• *An excellent and valid point, Lieutenant, and we agree with everything you say. We didn't attempt to include helicopters because, frankly, we didn't have enough room or information.*

If others in the helo squadrons are as sharp and aggressive as you, they'll send us reports and photos of their shipboard operations and you'll probably see a centerspread devoted to carrier helicopter squadrons. Our spirit is willing, but our files are weak.—ED.

Sea Duty and School Days

SIR: We in the personnel office aboard USS *Hornet* (CVS 12) have a question about the enlistees guaranteed schools through Programed Student Input. PSI personnel are sometimes assigned to sea duty for eight or nine months, transferred to school and, upon completion, reassigned to sea duty.

According to the *Enlisted Transfer Manual,* Paragraph 3.15(b), a tour of sea duty begins when the man reports to his first permanent duty station which is classified as sea duty.

Here's our question: Do these men lose that previous sea time? We believe it should count toward their sea duty commencement date. Would you clarify this for us?—G. P. D., USS *Hornet,* USN.

• *Basically you are correct. Under the programed student input (PSI), a man's sea duty commencement date never changes, provided he returns to sea duty upon completion of his schooling. This means the time he spent at sea and at school counts as sea duty.*

For those who may not know, sea

FANTAIL FISHERMAN Ed Schaffhauser, SF2, shows 56-lb red snapper he caught from deck of USS Yellowstone *(AD 27) in the Caribbean. Schaffhauser used 40-lb test line during hour-long battle with fish.*

AMPHIBIOUS transport dock Ogden (LPD 5) sits at dock awaiting commission.

duty begins after recruit training on the date the man reports to his first permanent duty station which is classified as sea duty. If the man has to travel outside the U. S. to report to his duty station, his sea duty begins the day he departs from the U. S.

Once a man begins his sea duty, later permanent reassignments at sea or temporary assignments ashore (such as school) or to other sea activities will not change the original sea duty commencement date, except under the following conditions: (a) The man is separated from active service for more than three months, (b) He is reassigned to shore duty, or (c) His sea duty activity is reclassified to shore duty.

In the last case, the date of reclassification will be the date his sea duty was ended.—ED.

Fleet Reserve Physical

SIR: Five of us on this ship have our transfer date to the Fleet Reserve. Some of us will be shipped back during our deployment while the remainder will transfer upon the ship's return.

We took it for granted that those leaving the ship overseas would leave about a month early. The ship's office has informed us, however, that this is not the case since Treasure Island only wants Fleet Reserve transfers seven days ahead of time.

If these same men were being discharged, they would leave the ship 37 days early. What makes the difference?

Is this up to individual commands? I am told that the Marine Corps has a complete hospital type physical examination routine. How come the Navy doesn't, since we use the same Bureau of Medicine and Surgery?—P. B. H., ENC, USN.

• *As far as transfers to the Fleet Reserve are concerned, the time element is not just a matter of what Treasure Island wants. Article C-10201(8) of "BuPers Manual" provides that men being transferred to the Fleet Reserve be given enough time to travel to the place of separation plus an additional seven days to allow for separation proceedings and unforeseen delays.*

BuMed Inst. 6120.6 provides, in part, that any Navyman or Marine who, upon being examined for separation from active duty, presents evidence of a condition which may have serious import, shall be transferred to a naval hospital so his condition can be studied and reported upon by an appropriate medical board.

The medical aspects of processing a separation for a Navyman or a Marine are the same. There is, however, a difference in the administrative procedures used in transferring a Navyman to the Fleet Reserve and a Marine to the Fleet Marine Corps Reserve.

A complete Report of Medical Examination (SF 88) must accompany a Marine's request for transfer to the Fleet Marine Corps Reserve and this requires sufficient time for hospitalization and/or special tests if necessary, before the selected date of transfer. BuPers does not impose this requirement. —ED.

Retaking Training Courses

SIR: I am uncertain how to interpret certain parts of BuPers Inst. P1430.7D, as it refers to training courses required for advancement in rating. Part II, paragraph one, of this Instruction states, in part: "There is no requirement for a candidate to retake a Navy Training Course when a revised course is issued."

But just below that, paragraph three states: "Navy Training Courses covering military requirements for petty officers of all grades have been revised and reissued in two volumes. Completion of *current editions* of these training courses is now a requirement for advancement to all petty officer grades."

I have completed the *Military Requirements for PO1 & Chief* (NavPers 91207A). The current course to satisfy this requirement is NavPers 91207C.

Is it or is it not necessary for me to complete the revised course?— P. E. J., PN2, USN.

• *We must agree with you—the two statements appear to be conflicting and confusing. Paragraph one, however, answers your question. There is no requirement for a candidate to retake a Navy training course when a revision is issued.*

You might keep this in mind, though: Examinations are based on the latest information available and candidates preparing for an examination should be encouraged to review the latest edition of training courses. BuPers Inst. P1430.7D is being revised and will incorporate this information.—ED.

A Long, Long Voyage Home

SIR: As I read one of the letters in your January issue (the one titled "Two Off-Beat Ships" on page 30), I was reminded of a ship which I helped put in commission during World War II at Leyte Gulf in the Philippine Islands. This ship wasn't so much off-beat, but she did provide me with an unforgettable experience.

During the war she belonged to the War Shipping Administration, and the Navy took her over on a bare-boat charter. On 23 Apr 1945, she was commissioned USS *Unicoi* (IX 216).

Her first and only captain was Lieutenant Commander H. V. Perron, and she had a crew of 140 picked men. They were picked because, had the old Navy skill and experience not been aboard, I doubt *Unicoi* would have made it back to the States.

On 23 May 1945, the ship left Leyte

SECOND fast combat support ship USS Camden (AOE 2) sits on ways at shipyard prior to launching.

MASS. MOVEMENT—Battleship *Massachusetts* passes Fall River, Mass., bridge on way to becoming state memorial. Ship earned 11 battle stars in WWII.

Gulf and headed for Los Negros in the Admiralty Islands, but she was unable to keep up with the nine-knot convoy. She had to return to Leyte Gulf where the crew worked night and day on her steering and master gyro compass.

When we did make it to Los Negros, we spent a week in a floating drydock to make *Unicoi* seaworthy enough to get home. Upon completion, the ship was capable of doing 10 knots, but we were still plagued with breakdowns.

If you could read the watch log, you would see entries about breakdowns almost as often as you would see changes in course and speed. It seems we drifted toward the States more than the engines pushed us. The crew on the mid-watch had a saying that went something like this: "She's broken down and drifting, drifting as before. This rusty hulk of iron will never sail no more."

When we left Los Negros, we headed for the States via such ports as Hollandia, Morotai, Treasury Island, Green Island, Munda and Manus Island.

Yes sir, that cruise was quite an experience. *Unicoi* was the only ship in which I slept topside with a life jacket on every night.

After she arrived in San Francisco in April 1946, I stayed with her until I was discharged from the Navy that August. She was sold for scrap in October 1947.—R. S. Harrell, Jr., EM1, USN.

• *Your experiences aboard* Unicoi *certainly are not something which could easily be forgotten. We are always glad to receive details which make a story come to life, and they can only come from someone who was on the spot.*

You made us pause briefly when you mentioned the bare-boat charter; though it may be a common enough phrase, it just doesn't find its way into everyday conversation. For those who may not be quite so salty, a bare-boat charter means that, before the Navy receives the ship, she is stripped. Then the Navy refits her.

We did some further checking with our friends in Ships' History Division and came up with some more information about Unicoi.

In May 1945, she left Leyte Gulf for the second time with a submarine chaser (PC) as her escort. She reported many steering and gyro compass casualties during her journey to Los Negros, but she did make it. As you stated, she underwent a major overhaul while there.

From Los Negros, Unicoi *sailed to Green Island (in the Admiralties) where she picked up some Seabees and their equipment and transported them to Munda in the New Georgia Islands.*

Then she proceeded back to the States, making stops at several islands along the way.

Her commissioned service ended 16 Apr 1946 when she was transferred to the Maritime Reserve Fleet. She remained in reserve until she was sold for scrap in 1947—ED.

Cuban Medals Upcoming

SIR: I would like to know whether or not a campaign badge has been authorized for service during the Cuban crisis. My station was USS *Altair* (AKS 32) which was a supply ship during that time.—J. L. B.

• *A campaign ribbon and the Armed Forces Expeditionary Medal have been authorized for award to personnel in certain ships and units which participated in the Cuban quarantine.*

A list of ships and units which participated has been signed by the Secretary of Defense and is now at the printers. When the list is made public, it will be carried in All Hands.—ED.

Resurrection for Old BBs?

SIR: I've heard a rumor that battleships will be equipped with helo decks in place of 16-inch guns and then recommissioned. I also understand the old large cruisers *Alaska* and *Guam* are still in the Reserve Fleet. Good scoop?—T.A.F.

• *The Navy has made only one change in the battlewagon fleet (a total of five ships)—the Reserve Fleet parted with that gallant veteran* USS Massachusetts. *The old BB was donated to the state for which she was named.*

The four remaining BBs will remain in the Reserve Fleet. They are USS Iowa *(BB61),* USS New Jersey *(BB 62),* USS Missouri *(BB 63) and* USS Wisconsin *(BB 64).*

Alaska *and* Guam *have both been stricken from the Navy list and scrapped*—ED.

Not As Long Between Paydays

SIR: As an E-5 with over four years' service, one dependent and non-government housing, my take-home pay is approximately $353 per month—or at least it *was* under the old pay system.

Since my command adopted the new system I am paid every two weeks. This equals 26 paydays per year. This still works out to two paydays a month except for two months each year, but with a decrease of $35. Sure, I'll admit I make out twice a year when three paydays come in a month—but who pays bills semi-annually? That $35 could really be put to good use by most enlisted men who have a family to raise.

The only disadvantage to the old system as far as I'm concerned is that I usually didn't know whether I would be paid on Friday or Monday when the 1st or the 15th fell on a weekend.

Under the old system bills could be paid on the same day each month instead of paying a bill three days before it is due one month, then three days after on the next month. If installment contracts stated all bills could be paid three days after the first payday of each month everything would be fine.

I'll admit I should probably devise a more closely managed budget. Looks like I'll have to, anyway. But I wonder what the advantages are to this new pay system, and why it was brought about in the first place.—R. T. L., PT2, USN.

• *Sorry you don't like the new system—but biweekly pay was brought about after extensive surveys indicated that most—not all—Navymen preferred to be paid every other week. Those in favor of the new system have all sorts of reasons, but primarily, with biweekly pay, you never have to make one check stretch through three weekends.*

Incidentally, there's no reason to

change your budget just because the Navy changed the pay system. Many men in your situation have calculated how much they need on the first of the month, then made out a dependency allotment for that amount through the Navy Finance Center, Cleveland. The check then comes through regular as clockwork, usually on the first or second of the month.—Ed.

Scanner on the Picket Line

Sir: Like T. B. S., RM2, (May issue) I'm not writing this to claim a record or to gripe—but to thank some fellow sailors. We aboard uss *Scanner* (AGR 5) also got underway the day before Thanksgiving in 1956, and returned to port late New Year's Eve. We were on station off Eureka, Calif., for the entire period.

What was unusual was that shortly before Christmas a Reserve destroyer escort brought our Christmas mail of 87 bags (as an ex-TE I had to sort it, and was below decks during most of the highline transfer).

We were considerably cheered to learn that most of that ship's crew were Naval Reservists who had voluntarily interrupted their pre-Christmas family obligations to bring us our mail. I only regret that I cannot recall the name of the ship.—K. D. W., RMC, usn.

• *The ship's deck logs of* Scanner *show that she departed San Francisco for picket duty on 21 Nov 1956, and arrived on station 23 November. She remained on station until 28 December, when she was relieved by* uss Picket *(AGR 7). She returned to San Francisco on 30 Dec 1956, as you state.*

Grady *(DE 445) (now in SFRAN RESGRU, decommissioned) was your benefactor. Based on log entries, the mail was delivered to* Scanner *on 19 December by the escort.*

The rest of the Fleet extends its appreciation to Scanner's *crew.*—Ed.

Berets for Uniform

Sir: On pages 31 and 32 of the April edition of All Hands there are photographs of U. S. Navy personnel in beret type headgear. Is such an authorized part of the uniform?—N. C. W., CDR, usn.

• *We think we perceive a deeper intention in your query, Commander, since we note your address is presently in Ethiopia, where the climate is perhaps inconsiderate of heads decked in hard hats.*

But to answer your question, no. Berets are not an authorized part of the Navy uniform, as prescribed by Uniform Regs. *The photos referred to are of Navymen attached to the Coastal Surveillance Force in South Vietnam, who work closely with the Republic of Vietnam Junk Division, and to members of VAH-10.*

The men of the Coastal Surveillance Force have been presented berets of the type traditionally worn by members of the Junk Division, and as such, the berets are considered special clothing.

The Uniform Board has no cognizance over the use of special clothing. Special items of clothing are usually worn as prescribed (or permitted) by local commanders.

Note, also, that the EN1 in one of the photos on page 32 wears the loose fitting uniform of the Junk Division. There are undoubtedly some very practical reasons for this.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• uss *New Mexico* (BB 40)—A reunion will be held at the Edgewater Hotel Inn Marina, Long Beach, Calif., on 2 October. For more details, write to Jim Oswein, 3338 Jefferson St., Riverside, Calif.

• *Great White Fleet*—The 30th annual reunion will be held at the U. S. Grant Hotel, San Diego, Calif., on 16 December. For more information, write to Harry S. Morris, CTM, USN (Ret), 5070 Marlborough Dr., San Diego 16, Calif.

• *Seventh Battalion, USNR* (Jersey City, N. J.)—A reunion is planned for 23 October. Write to Harry Levine, 153-25—88th St., Howard Beach, N. Y. 11414.

• uss *Melvin* (DD 680)—Former crew members interested in holding a reunion may write to Clement Thorpe, 736 Barnett Pl., N.E., Grand Rapids, Mich. 49503.

• uss *Sheridan* (APD 51) — A reunion is being planned for World War II veterans. Write to W. L. Owens, Rt. 2, Box 185, Orangeburg, S. C.

• *DOBS Association*—A reunion is being planned for 11-13 Aug 1966 in Washington, D. C., for crew members of uss *Duncan* (DD 485), *O'Brien* (DD 415), *Bennett* (DD473) and *Shubrick* (DD 639). Write to DOBS Association, 82 Hamilton St., Hartford, Conn. 06106, for details.

This Is Your Opportunity

Do you have a pet project that you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.

Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.

What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?

With the blessings of the Chief of Naval Personnel, CNO and SecNav, ALL HANDS *is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?*

The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D. C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters. (If you prefer that you be identified by initials only, please so indicate.)

This is a golden opportunity to provide a forum for your ideas.

The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy.

Another installment will be printed next month.

Computing Time in Rate

SIR: I would like to clear up a question that has a bearing on my future in the Navy.

In August 1964 I took the AX2 advancement exam. I passed and was rated effective 16 Jan 1965.

The way I figure, I will be eligible to take the AX1 exam in August 1966. But the PN in my squadron says I won't be eligible until February 1967. Who is right?—D. G. F., AX2, USN.

• *Your PN is mistaken. Though you were not actually advanced until 16 Jan 1965, the date used to determine your eligibility for subsequent advancement is 16 Nov 1964.*

Though personnel are now advanced in six increments as a result of both the February and August examinations each year, time in rate is computed for future advancement requirements from the date of the first advancement increment in each exam period, 16 November and 16 May. Refer to BuPers Inst. P1430.7D.—ED.

Sea Duty Extension

SIR: Back in your April issue (page 24) you printed a letter from a man who was serving at a shore station overseas. His orders for transfer to CONUS were delayed because there was no billet available for him at that time and the Bureau of Naval Personnel thought he would rather have delayed orders than an immediate 14-month extension to salt-water sea duty.

The Bureau wasn't quite so considerate in my case. I was serving on an overseas tour and didn't expect orders until March. However, the Bureau issued me a 14-month sea extension "TC-025" in January—six months before my rotation.

I was listed on Seavey Segment 1-64 and eligible for shore duty orders in June 1964, but, because I requested and received a 12-month overseas extension, I didn't become eligible for shore duty orders until June 1965.

I am more than a little puzzled as to why the Bureau would be so solicitous of this other guy; holding up his orders as long as possible and somewhat less solicitous of me when it ordered me to sea involuntarily six months before my orders were even due.—C. E. L., YN1, USN.

• *The circumstances in your case were not the same as those of our other letter writer. For instance, a review of your career history verified only eight months of sea duty since you enlisted. Three factors, therefore, motivated the decision in your case—fairness to your contemporaries on arduous sea duty, your junior standing on Seavey and the knowledge that your services couldn't be utilized ashore within manning requirements. Because of these factors, you were issued an involuntary sea extension earlier than the normal four-month period.*—ED.

ANSWERS TO QUIZ AWEIGH

Quiz Aweigh may be found on page 55.

1. (b) Executive officer.

2. (c) Water. M5 ointment may be used to decontaminate other areas of the body, but is an eye irritant. Atropine is used to treat nerve gas poisoning.

3. Average marks must be 2.7 or above. Conduct marks must average at least 3.0.

4. (c) Subsurface burst.

5. (c) Barge.

In Service or In Commission?

SIR: In your April issue you asked if anyone knew of any ships, other than the oilers USS *Platte* (AO 24) and *Cimarron* (AO 22), which were over 25 years old. I'm skipper of one—the harbor tug *Nokomis* (YTM 142).

She was commissioned in March 1940, and is still steaming.

I may be a little prejudiced, but I think she's quite a craft. Just this last April we logged 368 hours steaming in and out of Pearl Harbor and Honolulu, and we moved 177 ships.

Nokomis was here when Pearl Harbor was bombed in December 1941. She helped fight the fires aboard several ships including the battleship USS *Arizona* (BB 39).

Does this little vessel count even though she is a tug?—L. C. Duty, BMC, USN (Craftmaster YTM 142).

• *Sorry Chief, but we cannot count your tug as a member of the Over-25 Club of commissioned ships. Although* Nokomis *may be in service, she is not in commission. And there is a difference.*

As a general rule of thumb, a ship is considered in commission if she is authorized to fly a commission pennant.

Of course, the term "in commission" means a lot more than that. When a ship is commissioned, she becomes a separate command. Her commanding officer has the authority to act and if necessary, respond in military matters—whether it be a minor breach of discipline or returning an enemy's fire.

From that time the first watch is set until she is decommissioned, the ship is designated USS.

On the other hand, the several hundred service craft (of which Nokomis *is one) are carried on the books as "in service" rather than "in commission." They may have a warrant officer or enlisted man serving as Officer-in-Charge, boat captain or skipper. According to Navy Regulations, they have the same responsibilities as the commanding officer of a commissioned vessel. However, service craft are not a separate command; rather, they are part of a command, usually a shore-type. And—service craft officially cannot be designated as USS.*

Nevertheless, from what you say, Nokomis *is quite a steamer and deserves recognition as such. Therefore, your tug is listed as a charter member of our Over-25 Club for In-Service Vessels. We can't say at the moment just how exclusive this will be.*—ED.

BOOKS

WAR IN THE PACIFIC LEADS THIS MONTH'S READING LIST

OF BOOKS concerning World War II there is, apparently, no end. Yet, every once in a while, one comes along that suddenly clarifies an entire phase. When you have finished, whether or not you were there, you can nod your head and say: "So that's how it was!"

Such is **Challenge for the Pacific,** by Robert Leckie, the Guadalcanal installment in the "Crossroads of World History Series" edited by Orville Prescott. Leckie has made a point of viewing the campaign from both sides of the struggle and from top to bottom. He sees the battle through U. S. and Japanese eyes, from grand strategy to the rifleman crouching behind a most inadequate bush or tree. Interestingly enough, he views the top brass much more sympathetically than most books of this genre, and the two men who emerge as true heroes are General Vandegrift and Admiral Yamamoto. It is evident that Yamamoto has captured Leckie's respect and sympathy. Opposed to the whole Pacific venture, Yamamoto did the best he could even though he was convinced he was marching inexorably to defeat in spite of his temporary successes. Leckie also points out that, interestingly enough, although the top brass on both sides lost their nerve at times, the men who did the actual fighting (again on both sides) were firmly convinced that *their* side would win.

In a sense, *Liberation* is standard history as it is written. **Is Paris Burning?** by Larry Collins and Dominique Lapierre is distinctly offbeat. In August 1944, Hitler had ordered that Paris be held as a fortress, fought for block by block as at Stalingrad and, if it could not be held, that it be razed so the Allies would find nothing but ruins when they entered. The newly appointed German Commandant of Paris, General von Cholitz, was a soldier, and orders were orders. Yet —actually destroy Paris? He couldn't bring himself to the point of fulfilling those orders. His involvement, and that of hundreds of others on both sides is reported in detail by Collins and Lapierre. It all results in a stirring, readable book.

Of course, there isn't much of a Navy angle in *Paris.* Strangely enough, however, there is a great deal of Navy in **The Mountbattens,** by Alden Hatch. The Mountbattens are one of the most important families in Great Britain; not because of their relationship to the Royal Family, but because by brains, energy, glamor and determination, they have made themselves so. Of German origin, father, son and nephew have served their adopted country for almost 100 years. Prince Louis was dismissed in disgrace during World War I because of his German origin; his son redressed that disgrace by becoming First Sea Lord himself during World War II. Because of the family's involvement with the British Navy, the book presents an inside story of British naval history over the past 70 years.

It just depends. Politics can be weirdly exciting or a deadly bore. It can cause you to feel somewhat apologetic for the human race, or strangely proud. It can be as distant as the stars, or devastatingly personal. But it affects us all. It can't be ignored.

All this is an introduction to two books—**American Roulette,** by Donald Young, and **The Making of the President,** by Theodore H. White—which, at first glance, also have little to do with the Navy. But they do. Very much so.

Roulette is, literally, a history of the vice presidency of the United States. It also reinforces our thesis that almost any subject, if properly presented, can be made interesting, readable and exciting. Here, Young examines the vice presidency and, through the careers of the 38 men who have served in this capacity, analyzes its weaknesses by linking the dramatic episodes of the past to the failures of the present. Some of these men were merely mediocre; others were exceedingly able men frustrated by the limitations of an almost powerless position. In view of the present discussion concerning this office, the book is most timely as it dissects the problem of choosing our vice president on the basis of merit rather than political expedience.

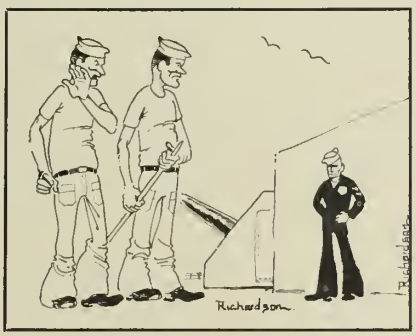
Roulette suggests how it should be done. *Making of the President* says how it was done—during the recent presidential election. Certain to be disliked and controversial in certain quarters, *President* purports to give the inside story of how a President is actually elected. Writing with a sure, professional touch, White gives vivid word pictures of the contenders. As the man says: You may have lived through it all yourself, but White saw it closer and tells it better.

If all the books published on the Antarctic were to be laid end to end they would form a pile at least as thick as the ice sheet over the South Pole. Many have been discussed in these pages. However, **A Continent for Science,** by Richard S. Lewis, has something different to offer. After surveying briefly the early attempts of scientists, Lewis settles down to tell the details of the comparatively recent IGY expeditions. Twelve nations cooperated in investigating the geography, geology, weather, flora and fauna, as well as man's ability to survive in such an environment. Excellent photos and maps.

We never thought it could happen but it has. Dudley Pope in **Ramage** has well-nigh achieved the stature of C. S. Forester's Horatio Hornblower —and as any of Forester's fans well know, that's doing a lot. It's all there. The customs, manners, blood and hairbreadth escapes. As a matter of striking coincidence, when Ramage was a midshipman, he served a brief tour with "that fellow Hornblower." We suspect they didn't get along very well. Too similar in quality, if not temperament. Nevertheless, any friend of Mr. Hornblower's is a friend of ours.

The other fiction offering this month is Stephen Longstreet's **War in the Golden Weather,** one of a series on colonial life. The big scene concerns Braddock's march against Fort Duquesne. Good of its kind.

All-Navy Cartoon Contest
S. C. Richardson, PH3, USN



"That guy over there thinks just because he's a master-at-arms he's a wheel around here, and by gally he is!"

TAFFRAIL TALK

IN THIS ERA of spectacular space exploits and artificial human heart components, scientists have stretched man's imagination beyond the twilight zone and into the void. This scientific pilgrimage has transcended practically all "old world" philosophies and concepts, and made "infinity" an almost obsolescent term. Nothing, we have subconsciously conceded, seems impossible any longer.

Nothing, except for one thing. In spite of the natural uneasiness this overwhelming scientific achievement has produced in the human being, man has steadfastly clung to the last possible redeeming factor which separates him from oblivion. That is, as scientists have long assured us, *man can never be replaced by a machine.*

There is no way to avoid sounding casual. So we state simply, herewith, that even this last wall between man and scientific progress, which up to now has preserved a useful role for humanity, might soon come tumbling down.

We base this statement on a recent Air Force press release, which informs us that the day is not too distant when a machine that learns from its own mistakes will be in service.

This new breed computer is designed to emulate the functions of human nerve cells, utilizing *artrons*—artificial neurons. Vast networks of these artrons wired together in an electronic cluster form a memory unit with problem-solving ability. Here's how artrons are described in the press release:

"They respond to punishment and reward by learning desired behavior and capitalizing on their own mistakes. They make decisions, and actively seek new and better ways of doing a given task. Knock out some of the artron network's tools for doing that task, and it will dream up an altogether new approach for accomplishing the assignment. Researchers say that even with 70 per cent electronic failures, the new apparatus could still devise a solution to a problem."

If and when such a problem-solving machine comes into service, there is no shortage of tasks it could undertake to prove its superiority over humans, who still have a few unsolved problems. We would bow to the machine's omniscience, for instance, if it could stand watches in port and make buses run on schedule.

★ ★ ★

If you took the August advancement exam, and you're fortunate enough to pass and get rated, and if you attribute any of your success to the advancement roundup in the July ALL HANDS, your gratitude for the assist is owed to civilian staffer Bob Neil, who painstakingly assembled all the details for our reader's benefit. Judging by the favorable comments we've received, Bob's job was widely appreciated.

★ ★ ★

U. S. Navey has joined the U. S. Navy.

He is Ullysses Samuel Navey, son of Mr. and Mrs. Clyde B. Navey, of Hamilton, Ohio.

Already an enthusiastic sailor, Navey states, "I like the Navy and plan to make it a career." After recruit training at USNTC Great Lakes, he hopes to enter the Photographic Intelligenceman rating.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and aver-seas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• AT RIGHT: COOL WORK—Resupply fuel ship off Hut Point, Antarctica, pipes aviation gasoline to storage ship from Naval Air Facility, McMurdo Sound. In background is volcano Mt. Erebus.


* versatile
* flexible
* mobile
SEA / AIR
POWER

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

OCTOBER 1965

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

OCTOBER 1965 Nav-Pers-O NUMBER 585

TABLE OF CONTENTS

John A. Oudine, Editor

Associate Editors
G. Vern Blasdell, News
Jerry Wolff, Research
Don Addor, Layout & Art
French Crawford Smith, Reserve

• **AT LEFT:** SALTY WORK—Atlantic Fleet destroyer *USS Gainard* (DD 706) crosses the wake of a DD teammate as ships of Destroyer Development Group II participate in exercises in Atlantic waters off Newport, R. I.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to subactivities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

EARLY START—Many of today's Navy ratings had their beginning back in the days of the sail powered ships.

TWO CENTURIES

WHEN THE U.S. ship Ranger took on the British *Drake*, yardarm to yardarm off the coast of Ireland in 1778, one of the Navy's most celebrated skippers was in command. But John Paul Jones did not defeat the classier *Drake* singlehandedly. He had a crew of 123.

Which leads to another point: Most people think of ships when they think of the Navy, but more realistically, the Navy is people. Its job is accomplished through the effective use of people.

Today, many men are experts in some area when they enter the Navy. The majority, however, have only a general background, plus an ability to learn. They are trained in schools and on the job, then join ranks in special occupational fields.

Organization is attained when all the various skills needed to operate the Navy are tied together in the Enlisted Rating Structure.

This system has evolved, as most other aspects of the Navy, more by the natural trend of events than by a planned development. Its history is as colorful as a rainbow of signal flags during full-dress ship on the Fourth of July, but few modern Navymen are aware of the jobs performed by their predecessors.

LANDSMAN, for example, means nothing to most sailors today, though it was a fairly recent rating in the Navy. It was disestablished in 1921. By that time the Navy had long since phased out all of its bag room keepers, jacks-o'-the-dust, lamplighters and captains of the forecastle, afterguard, foretop, maintop and mizzentop.

That's not to say, of course, that a landsman didn't belong to the *old* Navy, and with all due respect to our saltier members, we mean the OLD Navy—which is about a decade shy of the two-century mark.

But what about loblolly boys, coopers, quarter gunners and yeomen of the gunroom—theirs was the Navy of Stephen Decatur, John Barry, Thomas Truxtun, Edward Preble and William Bainbridge; of 14-gun schooners like *Eagle* and 36-gun ships like *Constellation*.

In those days a British squadron was liable to stop American ships at sea and impress crew members into the Royal Navy. Or these same men might have earned a share of the prize money from a captured privateer. With probably less than $15 a month in basic pay, they could well use it.

First Ranger

Actually, the first feeble steps toward a rating structure were taken in 1775 with the publication of *Rules for the Regulation of the Navy of the United Colonies*. This mentions the surgeon's mate, cook, armourer, gun-smith, master-at-arms and sailmaker. It also requires the captain to take care when any officers or volunteer seamen are turned over to his ship, not to rate them on the ship's books in a worse quality or lower degree or station than they served in their previous ship.

THE JOBS of Navymen have changed considerably since those days, when tars manned the sails and captains of the top bawled orders to the men aloft. It was an era when apprenticeships were served by most workers—and those seeking a career at sea were no exception.

Many sailors who joined up in this period might have started out as "boys." They might have entered the Navy at a "rendezvous center"—a public house or inn rented as a temporary recruiting station—or they might just as easily have been recruited by the captain of the ship on which they sailed.

THEY GREW—Over the years the Navy rating structure has evolved hand in hand with new developments in ships.

OF NAVY JOBS

Enlistments were for only one—later two—years at a time, and career opportunities for enlisted men, such as were available to commissioned officers at the time, were in the distant future.

Fresh recruits were brought on board, took a bath and were given a haircut. If after having been afloat for a time they were considered potential officer material, they were designated midshipmen—usually before reaching their 20th birthday. They slept in hammocks and lived mainly on salt pork and beef supplemented by fresh fish caught from the ship by a detail assigned for that purpose.

For their time, boys received $10.50 a month plus a daily ration. The Navy, in return, guaranteed them the elements of an education and taught them how to be sailors. First they were taught the principal parts of a ship and the names and uses of all sails, spars and rigging; then some lessons in bending, unbending, reefing and furling sails and the handling of yards and spars were in order.

GRADUATING from the elemental to the practical level, the boys learned to be good oarsmen, became familiar with the compass, lead and helm, then learned how to be "moderately skillful and much comprehended under the head of Marlinspike seamanship," as contemporary regulations stated.

From six to 12 boys from each crew were selected for signal training. They all learned gunnery and were given small arms drill and broadsword exercises.

If deserving of the privilege, having studied hard and kept themselves out of trouble, they could ask their CO for pocket money and go ashore one afternoon a week in addition to Sunday afternoon, which seems to have been free time for most who behaved themselves.

Navy boys usually grew up to be regular Navymen, earning what we would now call a rating. Regular Navymen in the sailing days formed the corps of supervisors who told inexperienced sailors what to do and when to do it. These inexperienced men were the landsmen, and they formed a large part of the seagoing service.

Present Day Ranger

Landsmen were erstwhile civilians taken on board without training. They performed jobs that could be done as readily in a ship as ashore. Many of them were tailors, cobblers, barbers and the like, who were also required to learn seamanship.

SOME RATED NAVYMEN in the sailing days were considered officers of a sort. They were the forerunners of our present chief petty officers and warrant officers.

Several categories were referred to as being "civil officers." These included chaplains and surgeons, who remained in the officer ranks.

Another was the purser, listed as a noncombatant civil officer. He was appointed by warrant. Although his pay was trifling, he usually had the coziest quarters and his negotiations often brought him an income which exceeded that of the captain.

The purser was responsible for supplying the ship with provisions. He was assisted by the purser's steward, usually called "Jack of the bread room," which later became Jack-o'-the-dust. Coopers (who made buckets and barrels) were also assigned to this duty at times.

The purser kept the small stores on board ship and was authorized to sell slops (clothing), tobacco and other small items sailors needed in

those days, such as tin pots, spoons, pepper, mustard, knives, needles and thread. He was limited by law to a 15 per cent profit on all business dealings—which later was upped to 25 per cent. If he couldn't prove to the skipper's satisfaction that he received only legal profit, *no* profit was allowed.

THE EARLY boatswain was appointed by warrant, and was among the more important men on board ship. He was usually a grizzled old salt who wasn't timid about giving orders and it never occurred to him that they wouldn't be obeyed. He was assisted by his mates, and though it is unlikely that he was unrecognizable in other respects, he nevertheless carried a silver bos'ns pipe and rattan cane that identified his position.

His pipe was the sailing ship's PA system. It could be heard 120 feet up in the rigging and in the deepest and darkest hold. His cane was an instrument of persuasion which, it was said, "cured more scurvy than the doctor, made cripples take up their beds and walk, and made the lame skip and run up the shrouds like monkeys."

The boatswain and boatswain's mates examined rigging, anchors, booms and boats and saw that the crew was not wasteful.

IN ADDITION to supervising the deck crew, the boatswain was responsible for administering severe punishment such as lashings with the cat-o'-nine-tails. This job was later given to the boatswain's mates, and subsequently abolished in the Navy as cruel and unusual punishment.

A boatswain had, in addition to his mates: a yeoman; a petty officer who accounted for the department's equipment; a rope maker (usually an experienced and able-bodied seaman); and a cockswain who was in charge of the cock (cog) boat, which was the largest boat on board ship.

Another of the boatswain's men was the sailmaker, who was prominent in his own right. He had charge of the large sail loft, and was responsible for the hundreds of yards of canvas which caught the power for his ship.

The sailmaker found and repaired defects in the sails, tallied and stored them, and kept a watchful eye to insure that they didn't become waterlogged or that vermin didn't eat holes in them. He was responsible for all other canvas on the ship as well, including hatch covers, screens, chutes, hammocks and clothing bags.

The ship's carpenter, also appointed by warrant, supervised a group of shipwrights (shipworkers) who were kept on board to repair the frame structure. Also working for the carpenter were other craftsmen who tended to the general upkeep of the vessel and repaired it during and after battle. When seams split, for example, they were caulked with pitch by the caulker.

The carpenter went aloft every day to inspect the masts and yards. If they were sprung or otherwise defective, a repair party would turn to. He examined lower deck ports for proper alignment, and made sure the ship's pumps, boats, ladders and gratings were in good repair.

AN INTERESTING CASE in the origin of a rating is hospital corpsman. Early day surgeons were assisted by the surgeon's mate. He was a medical man and, like the surgeon, was considered a noncombatant civil officer. He was a combination yeoman, corpsman and leading chief.

The surgeon's mate kept a journal of diseases and treatment, weighed and accounted for every article of medicine, dressed wounds and ulcers and performed bloodlettings. He also supervised the orderlies and loblolly boys.

Loblolly boy first appears in Navy records on the 1798 muster roll of uss *Constellation*. Loblolly was a thick gruel, thus explaining how the boy who served it to patients derived this unusual appellation. The term was also nautical slang for medicine.

As the requirements of his job expanded, the corpsman's predecessor took on increased importance in the Navy. In 1838 the surgeon's steward rating was established, in turn becoming apothecary (1866). *Navy Regs* of 1870 refers to the rating as bayman (probably from sick-bay-man), and in 1898 it became hospital steward. In 1917 hospital steward became pharmacist's mate which, in 1948, became the present-day hospital corpsman.

NOT ALL ratings have similar histories because most of today's specialties resulted from later technical developments in the Navy. Besides, there were other considerations affecting the development of a formal rating structure.

War with the Barbary pirates taught the Navy that little success was to be found in recruiting seamen only for the duration of one cruise. The recurring need to send each ship home at the end of a year to discharge the crew caused these Mediterranean operations to drag on through four summers. But this was

QUITE A DIFFERENCE is shown between coal passers in early days of steam and today's fireman lighting off boiler.

COMMON GROUND—The old time gunner and today's missile men protected their ships and destroyed the enemy.

a reflection on the Navy's policy to accomplish the job at hand rather than provide career opportunities for enlisted men.

Following settlement of the Barbary pirate menace the period of the gunboat Navy emerged, during which consideration was given principally to defending our shores and harbors.

Continuing harassment of our merchant fleet by the British, however, resulted in the War of 1812. With more victories at sea than on land in this campaign, the U. S. Navy was brought into public favor, and the country assumed a growing awareness that a navy was always necessary for its protection.

This might be considered a turning point that contributed greatly toward development of a more permanent enlisted rating structure. By 1870 there were some 30 ratings in existence, including several still in use today. Subsequently, in 1885, the first system of "job families" of the type we know today had been devised for enlisted members.

Also, the Navy had transformed itself from sail to steam, from wooden ships to ironclads. Some jobs required more training. New ratings were established as new skills were needed, then were superseded or augmented by even more advanced skills.

But the transition was not always smooth, nor were the new jobs necessarily easier than rigging shrouds to the mainmast. With the advent of steam, for instance, the Navy employed a generally undisciplined lot as coal passers. Partly because of their nature, and partly because the strain of feeding fires day and night can cloud a man's better judgment, these men accounted for 35 per cent of desertions from the Navy.

THIS SORT of annoying problem was not passing Navy planners' eyes unnoticed. Regulations were constantly rewritten in an attempt to achieve stability and uniformity within the service. To illustrate this point, the following passage is quoted from *U. S. Navy Regulation Circular, No. 7*, dated 7 Jan 1874. It is entitled "Relative to examination of Acting Gunners for entrance, and subsequently for a warrant, as Gunner":

Paragraph 863, Regulations for the Navy, 1870, is hereby altered and amended to read as follows:

A candidate for the appointment of acting gunner must be a seaman of sober and correct habits, must be not less than 21 nor more than 35 years of age, and must, previous to the professional examination, pass the required physical examination.

He must understand the manner of fitting magazines, shell-rooms, shell-houses, and lightrooms; the manner of stowing and preserving powder, projectiles, fireworks and all ordnance stores afloat and ashore; the manner of handling and securing guns.

He must be able to put up all kinds of ammunition, to take impressions of vent and bore, to star-gauge guns, to adjust, verify and use sights, and to fit all gun-gear.

He must thoroughly understand and be able to explain all fuses in use in the Navy.

He must be fully conversant with all orders and regulations in regard to the care and handling of ordnance material and stores afloat and ashore, and with the charges of powder for guns and projectiles of every caliber.

He must be able to read and write with facility; must understand the first four rules of arithmetic and proportion; must be able to keep the gunner's accounts correctly, and must have made a cruise in a seagoing vessel of war.

Hereafter, no person shall be appointed an acting gunner until he shall have satisfactorily passed an examination on the subjects here mentioned, and no acting gunner shall receive a warrant as gunner until after making a cruise of not less than one year, as acting gunner, in a seagoing vessel of war, and after a course of laboratory instruction at the Washington Navy Yard, he shall have passed a thorough examination before a duly authorized Board of Line Officers, and no acting gunner shall be so examined unless he shall

(Continued on page 14)

EVOLUTION Of NAVY RATINGS

AB
AVIATION BOATSWAIN'S MATE
EST. 1944

AC
AIR CONTROLMAN
EST. 1948

AD
AVIATION MACHINIST'S MATE
CPO–PO2 EST. 1921
PO3 EST. 1926

AE
AVIATION ELECTRICIAN'S MATE
EST. 1942

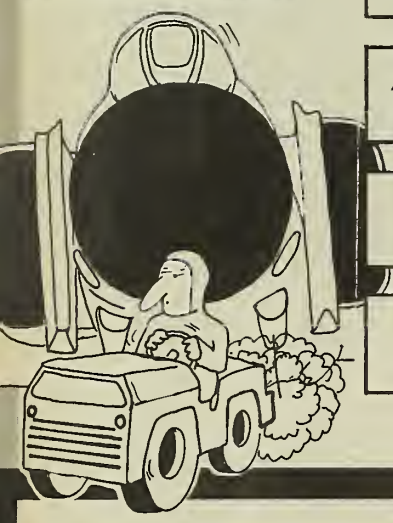
RELATED RATING
AIRSHIP RIGGER 1943-1948

SPECIALISTS (Y)
CONTROL TOWER OPERATORS
(1942-43)-(1948)

AVIATION RIGGER
(1921)-(1926)

SPECIALISTS (X)(TS)
AIR STATION OPERATIONS DESK (TIME SHACK)
(1942-43)-(1948)

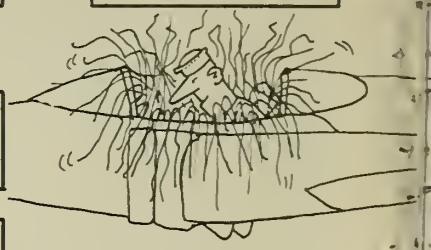
SPECIALISTS (V)
TRANSPORT AIRMEN
(1942-43)-(1948)

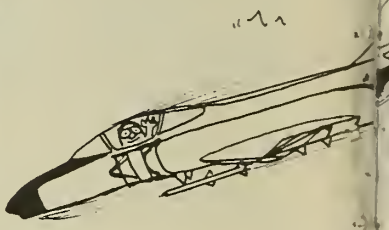


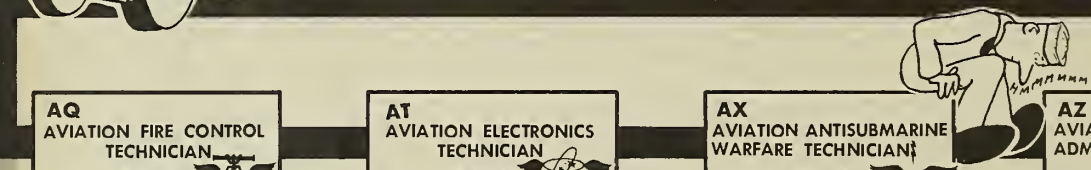
SPECIALISTS (X)(QM)
OPERATIONS—PLOTTING AND CHART WORK
(1942-43)-(1948)

SPECIALISTS (V)
TRANSPORT AIRMEN
(1942-43)-(1948)

RELATED RATING
AIRCRAFT CARBURETOR MECHANIC
1955-1960







AQ
AVIATION FIRE CONTROL TECHNICIAN
EST. 1954

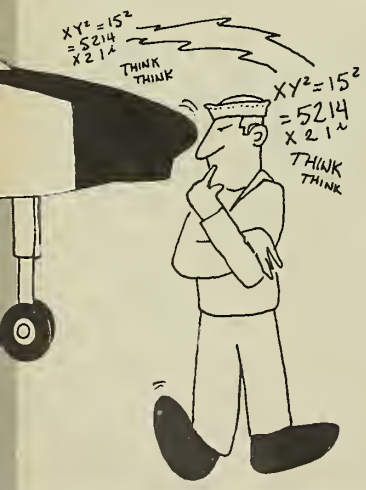
AT
AVIATION ELECTRONICS TECHNICIAN
EST. 1948

AX
AVIATION ANTISUBMARINE WARFARE TECHNICIAN
EST. 1962

AZ
AVIATION MAINTENANCE ADMINISTRATIONMAN
EST. 1964

AVIATION FIRE CONTROLMAN
(1945)-(1948)

AVIATION ELECTRONICS TECHNICIAN'S MATE
(1945)-(1948)



AVIATION ELECTRONICSMAN
(1948)-(1955)

AVIATION RADIOMAN
(1942)-(1948)

AVIATION RADIO TECHNICIAN
(1942)-(1945)

RELATED RATINGS

MASTER-AT-ARMS	*1797-1921*	*COXSWAIN TO COMMANDANT OF YARD*	*1884-1893*
ABLE SEAMAN	*1798-1864*	*COXSWAIN TO COMMANDER-IN-CHIEF*	*1884-1921*
CAPTAIN OF THE MIZZENTOP	*1835-1893*	*CAPTAIN OF THE FORETOP*	*1884-1893*
1ST AND 2ND CAPTAINS OF THE FORETOP	*1835-1838*	*CAPTAIN OF THE MAINTOP*	*1885-1893*
CAPTAIN OF THE FORECASTLE	*1838-1893*	*1ST AND 2ND CAPTAINS OF THE MAINTOP*	*1885-1893*
CAPTAIN OF THE HOLD	*1838-1893*	*SAILMAKER*	*1893-1900*
CAPTAIN OF THE TOPS	*1838-1865*	*CHIEF WINCH*	*In use in WW I*
CAPTAIN OF THE AFTERGUARD	*1846-1893*		
BOATSWAIN'S MATE IN CHARGE	*1864-1869*		

G
AEROGRAPHER'S MATE
EST. 1942

AEROGRAPHER
(1924)-(1942)

AK
AVIATION STOREKEEPER
EST. 1948

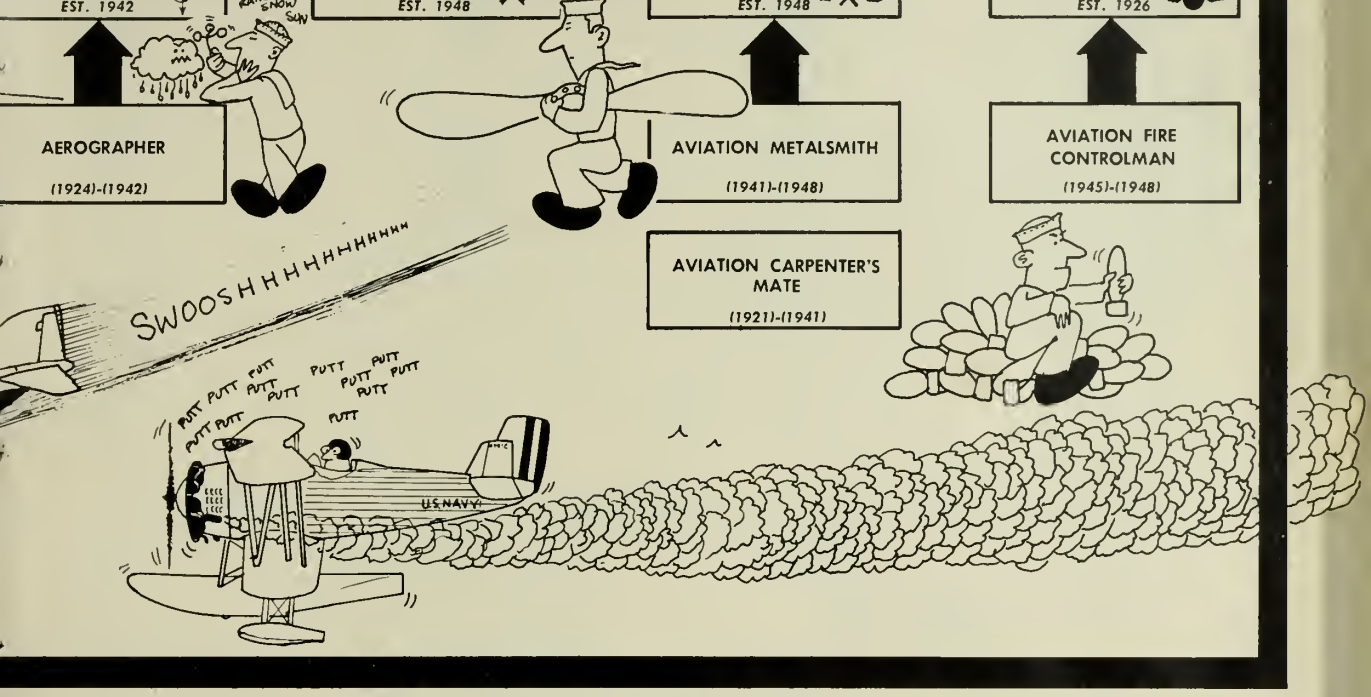
AM
AVIATION STRUCTURAL MECHANIC
EST. 1948

AVIATION METALSMITH
(1941)-(1948)

AVIATION CARPENTER'S MATE
(1921)-(1941)

AO
AVIATION ORDNANCEMAN
EST. 1926

AVIATION FIRE CONTROLMAN
(1945)-(1948)



M
BOATSWAIN'S MATE
IN USE 1775
EST. 1797

COXSWAIN
(1865)-(1948)

COCKSWAIN
(1797)-(1865)

SAILMAKER'S MATE
(1797)-(1939)

BR
BOILERMAKER
*EST. 1869

*CHANGED TO MACHINIST 2c & 3c 1884. RE-EST. 1884. CHANGED TO BR 1c & 2c 1921. BRC EST. 1927. BR 3c RE-EST. 1926. DISESTABLISHED 1928. RE-EST. 1943. BOILERMAKER INCLUDED IN BOILERMAN 1948. RE-EST. BRC & BR1 1956.

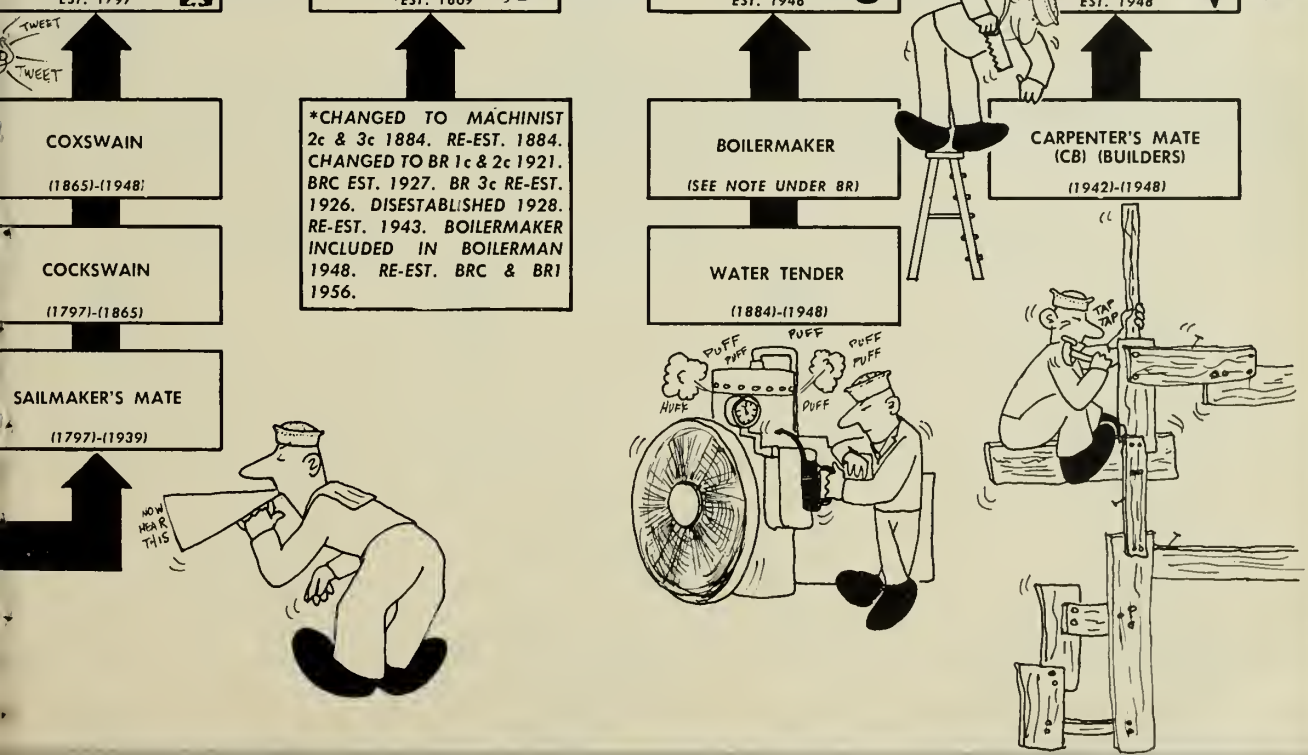
BT
BOILERMAN
EST. 1948

BOILERMAKER
(SEE NOTE UNDER BR)

WATER TENDER
(1884)-(1948)

BU
BUILDER
EST. 1948

CARPENTER'S MATE (CB) (BUILDERS)
(1942)-(1948)



Prepared by ALL HANDS Magazine

. . . EVOLUTION Of NAVY RATINGS

CE CONSTRUCTION ELECTRICIAN *EST. 1958*

CONSTRUCTION ELECTRICIAN'S MATE *(1948)-(1958)*

ELECTRICIAN'S MATE (CB) (LINE AND STATION) (COMMUNICATIONS) *(1942)-(1948)*

CM CONSTRUCTION MECHANIC *EST. 1958*

MECHANIC *(1948)-(1958)*

MACHINIST'S MATE (CB) (EQUIPMENT OPERATOR) *(1942)-(1948)*

MOTOR MACHINIST'S MATE *(1921&1942)-(1948)*

CS COMMISSARYMAN *EST. 1948*

BAKER 1c, 2c, 3c, *(1864&1902)-(1948)*

COMMISSARY STEWARD C *(1902)-(1948)*

SHIP'S COOK *(1838)-(1948)*

COOK *(1797)-(1838)*

OFFICER'S COOK 1838-1864
COOK TO COMMANDER-IN-CHIEF 1864-1921
CABIN COOK 1864-1923
STEERAGE COOK 1864-1923
WARDROOM COOK 1864-1923
WARRANT OFFICER'S COOK 1864-1923
OFFICER'S COOK 1923-1943

RELATED RATINGS
ENGINEER'S COOK 1864
ASSISTANT COOK 1865-1884
COOK TO COMMANDANT OF YARD 1883-1921

CT COMMUNICATIONS TECHNICIAN *EST. 1948*

SPECIALIST (Q) (CRYPTOGRAPHER) *(1942-43)-(1948)*

SPECIALIST (Q) (RADIO INTELLIGENCE) *(1942-43)-(1948)*

SPECIALIST (Q) (TECHNICIAN) *(1942-43)-(1948)*

(1948)
RADIOMAN *(1921)-*

BEEP BEEP

DT DENTAL TECHNICIAN *EST. 1948*

PHARMACIST'S MATE *(1917)-(1948)*

STIR STIR STIR STIR

EA ENGINEERING AID *EST. 1960*

ENGINEERING AIDE *(1959)-(1960)*

SURVEYOR *(1948)-(1959)*

CARPENTER'S MATE (CB) (SURVEYOR) *(1942)-(1948)*

EM ELECTRICIAN'S MATE *EST. 1921*

ELECTRICIAN *(1883)-(1884) (1898)-(1921)*

EN ENGINEMAN *(1917)-(1931)* *RE-EST. 1948*

MOTOR MACHINIST'S MATE (SR) (DIESEL ENGINE MECHANIC (SR)(GASOLINE MECHANIC) *(1921)-(1926) (1942)-(1948)*

CHUG

DC
DAMAGE CONTROLMAN
EST. 1948

CHEMICAL WARFAREMAN
(1948)-(1954)

SPECIALIST (F)
(FIREFIGHTER)
(1942-43)-(1948)

PAINTER
(1846)-(1948)

CARPENTER'S MATE
(SR)(JOINERS)
(SR)(BUILDERS)
(1797)-(1948)

RELATED RATINGS
ARMORER 1775-1894
ARMORER'S MATE 1835-1884
CARPENTER & CAULKER 1864-1885
SHIP'S CARPENTER 1865-1884
CAULKER 1885-1893
CARPENTER 1885-1893

DK
DISBURSING CLERK
EST. 1948

STOREKEEPER (D)
(DISBURSING CLERK)
(1916)-(1948)

RELATED RATINGS
PAYMASTER'S STEWARD 1861-1867
ASSISTANT PAYMASTER'S STEWARD 1862-1864
PAYMASTER'S WRITER 1867-1870

DM
ILLUSTRATOR
DRAFTSMAN
EST. 1959

DRAFTSMAN
(1948)-(1959)

CARPENTER'S MATE
(CB) (DRAFTSMAN)
(1942)-(1948)

ELECTRICIAN'S MATE
(CB) (DRAFTSMAN)
(1942)-(1948)

SHIPFITTER (CB)
(MECHANICAL DRAFTSMAN)
(1942)-(1948)

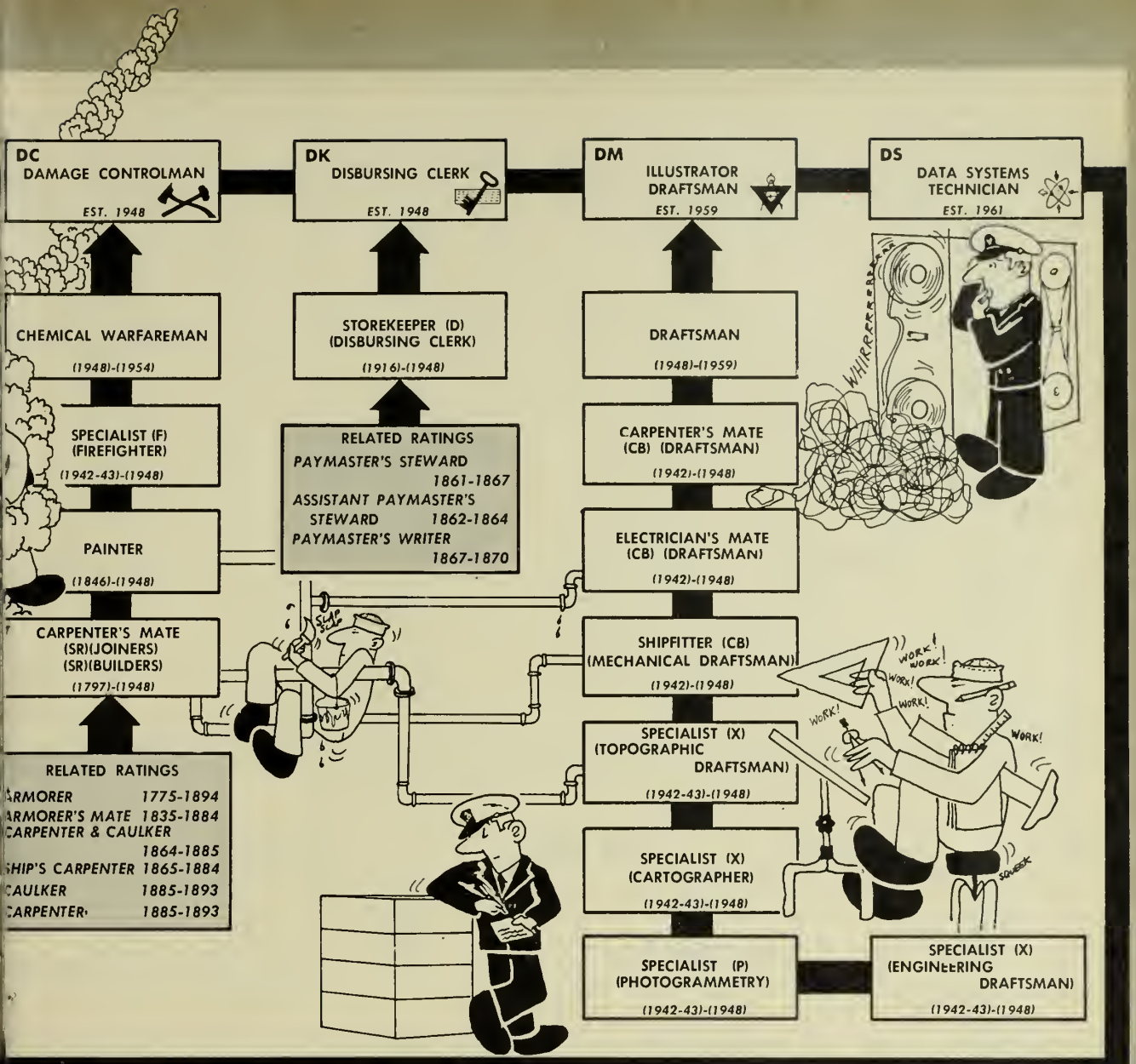
SPECIALIST (X)
(TOPOGRAPHIC DRAFTSMAN)
(1942-43)-(1948)

SPECIALIST (X)
(CARTOGRAPHER)
(1942-43)-(1948)

SPECIALIST (P)
(PHOTOGRAMMETRY)
(1942-43)-(1948)

DS
DATA SYSTEMS
TECHNICIAN
EST. 1961

SPECIALIST (X)
(ENGINEERING DRAFTSMAN)
(1942-43)-(1948)



EO
EQUIPMENT OPERATOR
EST. 1958

DRIVER
(1948)-(1958)

MACHINIST'S MATE (CB)
(EQUIPMENT OPERATOR)
(1942)-(1948)

ET
ELECTRONICS TECHNICIAN
EST. 1948

ELECTRONICS
TECHNICIAN'S MATE
(1945)-(1948)

RADIO TECHNICIAN
(1942)-(1945)

RELATED RATINGS
AVIATION GUIDED MISSILEMAN 1953-1959

FT
FIRE CONTROL TEHNICIAN
EST. 1948

FIRE CONTROLMAN
(1941)-(1957)

MISSILE TECHNICIAN
(1961)-

GUIDED MISSILEMAN
(1953)-(1961)

GM
GUNNER'S MATE
EST. 1797

RELATED RATINGS
QUARTER GUNNER 1797-1893
GUNNER'S MATE-IN-CHARGE 1864-1870
SEAMAN GUNNER 1869-1921

Prepared by ALL HANDS Magazine

. . . EVOLUTION Of NAVY RATINGS

HM HOSPITAL CORPSMAN
EST. 1948

- PHARMACIST'S MATE *(1917)-(1948)*
- HOSPITAL STEWARD *(1898)-(1917)*
- APOTHECARY *(1866)-(1898)*
- SURGEON'S STEWARD *(1838)-(1866)*

IC INTERIOR COMMUNICATIONS ELECTRICIAN
EST. 1948

- ELECTRICIAN'S MATE (SR) (I.C. REPAIRMAN) *(1921)-(1948)*

IM INSTRUMENTMAN
EST. 1948

- SPECIAL ARTIFICER (I) (INSTRUMENTS) *(1942-43)-(1948)*
- SPECIAL ARTIFICER (I) (TYPEWRITER AND OFFICE EQUIPMENT REPAIRMAN) *(1942-43)-(1948)*
- SPECIAL ARTIFICER (I) (WATCH REPAIRMAN) *(1942-43)-(1948)*
- SPECIALIST (Q) (TECHNICIAN) *(1942-43)-(1948)*

JO JOURNALIST
EST. 1948

- SPECIALIST (X) (JOURNALIST) *(1942-43)-(1948)*
- SPECIALIST (X) (NAVAL CORRESPONDENT) *(1942-43)-(1948)*
- SPECIALIST (X) (PUBLIC INFORMATION) *(1942-43)-(1948)*

RELATED RATINGS
LOBLOLLY BOY In use in 1798
NURSE (Male) 1861-1884
SURGEON'S STEWARD-IN-CHARGE 1864-1868

MN MINEMAN
(1943)-(1947) RE-EST. 1948

MR MACHINERY REPAIRMAN
EST. 1948

- MACHINIST'S MATE (S) (SHOP MACHINIST) *(1926)-(1948)*
- MACHINIST'S MATE (SR) (OUTSIDE MACHINIST) *(1926)-(1948)*

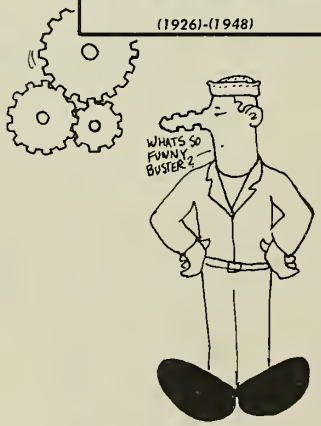
MU MUSICIAN
**EST. 1838*

- FIRST MUSICIAN *(1893)-(1943)*
- BANDMASTER *(1885)-(1943)*
- MUSICIAN CHIEF *(1884)-(1893)*
- MASTER OF BANDS *(1838)-(1885)*

**CHIEF ESTABLISHED 1884. CHANGED TO FIRST MUSICIAN 1893. PAY GRADE C RE-ESTABLISHED FROM BANDMASTER 1943. PAY GRADES 1c AND 2c ESTABLISHED 1838. PAY GRADE 3c ESTABLISHED 1943.*

OM OPTICALMAN
EST. 1948

- SPECIAL ARTIFICER (O) (OPTICAL) *(1942-43)-(1948)*



LI LITHOGRAPHER — EST. 1948

SPECIALIST (P) (PHOTOGRAPHIC SPECIALIST) (1942-43)-(1948)

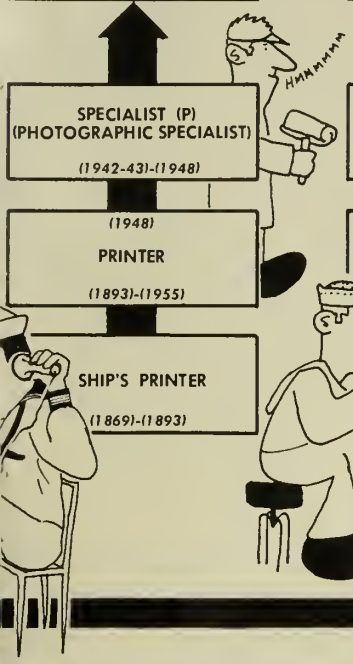
(1948) PRINTER (1893)-(1955)

SHIP'S PRINTER (1869)-(1893)

MA MACHINE ACCOUNTANT — EST. 1948

SPECIALIST (I) (PUNCHED CARD ACCOUNTING MACHINE OPERATOR) (1942-43)-(1948)

SPECIALIST (X)(KP) (KEY PUNCH OPERATOR AND SUPERVISOR) (1942-43)-(1948)



ML MOLDER — EST. 1917

MM MACHINIST'S MATE — EST. 1904

MACHINIST (SEE BOILERMAKER) (1866)-(1904)

RELATED RATINGS

SPECIAL MECHANIC, Chief, First Class 1917-1921

PC POSTAL CLERK — EST. 1959

YEOMAN (1835)-

1959 TELEMAN (1948)-(1962)

MAILMAN (1944)-(1948)

SPECIALIST (P)(PG) (PHOTOGRAMMETRY) (1942-43)-(1948)

PH PHOTOGRAPHER'S MATE — EST. 1942

PHOTOGRAPHER (1921)-(1942)

AVIATION PHOTOGRAPHER'S MATE (1948)-(1952)

SPECIALIST (P)(LB) (LABORATORY) (1942-43)-(1948)

SPECIALIST (P)(MP) (MOTION PICTURE PRODUCTION) (1942-43)-(1948)

SPECIALIST (P) (VM) (V-MAIL) (1942-43)-(1948)

SPECIALIST (P) (PHOTOGRAPHIC SPECIALIST) (1942-43)-(1948)

PM PATTERNMAKER — EST. 1917

YEOMAN (1835)-

SPECIALIST (T)(TEACHER) (1942-43)-(1948)

PN PERSONNELMAN — EST. 1948

SPECIALIST (X)(OI) (DISCHARGE INTERVIEWER) (1942-43)-(1948)

SPECIALIST (X)(PC) (POSITION CLASSIFIER) (1942-43)-(1948)

SPECIALIST (R)(RECRUITER) (1942-43)-(1948)

SPECIALIST (C) (CLASSIFICATION INTERVIEWER) (1942-43)-(1948)

SPECIALIST (W) (CHAPLAIN'S ASSISTANT) (1942-43)-(1948)

SPECIALIST (S)(PS) (PERSONNEL SUPERVISOR) (1942-43)-(1948)

. . . EVOLUTION Of NAVY RATINGS

PR PARACHUTE RIGGER
EST. 1942

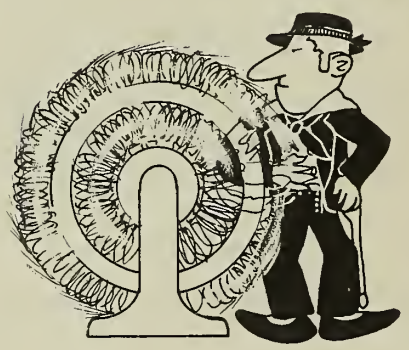
PT PHOTOGRAPHIC INTELLIGENCEMAN
EST. 1957

QM QUARTERMASTER
EST. 1798

RD RADARMAN
EST. 1943

RELATED RATING
PHOTOGRAMMETRY ASSISTANT 1948-1961

BUGLEMASTER
(1927)-(1948)



SK STOREKEEPER
EST. 1916

SM SIGNALMAN
**EST. 1921*

ST SONAR TECHNICIAN
EST. 1964

SW STEELWORKER
EST. 1948

RELATED RATINGS
BAG ROOM KEEPER 1865-1884
JACK-O'-THE-DUST 1876-1893

**INCLUDED IN QUARTERMASTER 1948. RE-EST. 1956.*

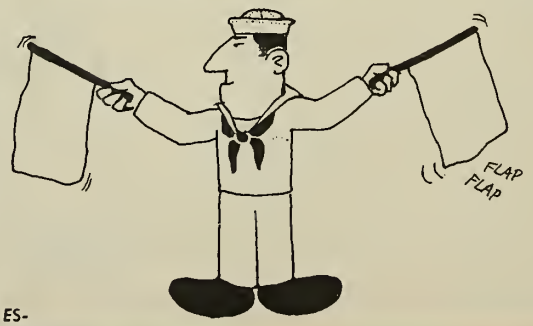
RELATED RATING
SIGNAL QUARTERMASTER 1865-1883

SONARMAN
(1943)-(1964)

SOUNDMAN
(1942)-(1943)

SHIPFITTER (CB) (STEELWORKER)
(1942)-(1948)

SHIPFITTER (CB)(RIGGER)
(1942)-(1948)



†DATE GENERAL RATING ESTABLISHED

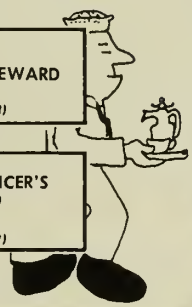
RM RADIOMAN — *EST. 1921*

- TELEMAN *(1948)-(1962)*

SD STEWARD — *EST. 1797*

- OFFICER'S STEWARD *(1923)-(1943)*
- CABIN STEWARD *(1864)-(1923)*
- STEERAGE STEWARD *(1864)-(1923)*
- WARDROOM STEWARD *(1864)-(1923)*
- WARRANT OFFICER'S STEWARD *(1864)-(1923)*

RELATED RATINGS
SHIP'S STEWARD 1838-1864
STEWARD TO COMMANDER-IN-CHIEF 1864-1921
STEWARD TO COMMANDANT OF NAVY YARD 1884-1921



SF SHIPFITTER — **EST. 1902*

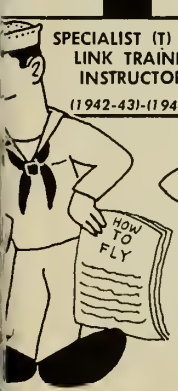
- **PAY GRADES 1c and 2c EST. 1902. PAY GRADES C AND 3c EST. 1921. CHANGED TO METALSMITH AND PIPEFITTER 1948. RE-EST. FROM METALSMITH AND PIPEFITTER 1958.*
- RELATED RATING *PLUMBER & FITTER 1893-1921*

SH SHIP'S SERVICEMAN — *EST. 1943*

RELATED RATINGS
TAILOR 1865-1893
SHIP'S TAILOR 1869-1885
BARBER 1885-1893

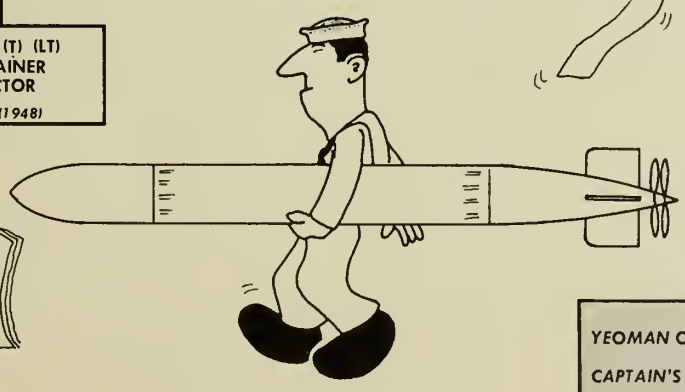
TD TRADEVMAN — *EST. 1948*

- SPECIALIST (G) (AVIATION FREE GUNNERY INSTRUCTOR) *(1942-43)-(1948)*
- SPECIALIST (T) (LT) LINK TRAINER INSTRUCTOR *(1942-43)-(1948)*



TM TORPEDOMAN'S MATE — *EST. 1942*

- TORPEDOMAN *(1921)-(1942)*



UT UTILITIESMAN — *EST. 1948*

- WATER TENDER (CB) *(1942)-(1948)*

YN YEOMAN — **EST. 1835*

- WRITER *(1893)-(1896)*
- SHIP'S YEOMAN *(1884)-(1893)*
- **DIS-EST. 1884. RE-EST. (FROM SHIP'S YEOMAN 1893. PAY GRADES C, 1c, 2c, & 3c) EST. 1896.*

RELATED RATINGS
YEOMAN OF THE GUNROOM 1797-1813
CAPTAIN'S CLERK 1798-1835
CARPENTER'S YEOMAN In use in 1798
GUNNER'S YEOMAN 1798-1838
BOATSWAIN'S YEOMAN 1799-1864
PAYMASTER'S YEOMAN 1870-1893
ENGINEER'S YEOMAN 1874-1893
EQUIPMENT YEOMAN 1884-1893

Prepared by ALL HANDS Magazine

Boatswain's Mate of 1836

Quartermaster during Civil War

(*Continued from page 5*)
present commendatory letters from his commanding officer.

IN U. S. NAVY *Regulation Circular, No. 8,* dated 28 Feb 1874, commanding officers were notified:

"The rate of engineer's yeoman of the 1st, 2d and 3d classes is hereby established.

"They will be appointed by the senior engineer, but all such appointments must bear the approval of the commander of the vessel and be subject to the conditions of paragraph 892, *Navy Regulations.* They will receive the same pay as the ship's yeoman of the ship to which they are attached, and will rank next after the master-at-arms."

Another circular, dated 28 Sept 1876, states:

"The armorer of a vessel of war, as his title signifies, is a person appointed to keep the ship's arms in a condition for service.

"These duties have fallen into disuse, and he has become the ship's blacksmith.

"Hereafter, on board steam vessels, all blacksmith's work shall be done by the engineer department. The armorer and his mates shall, under the supervision of the gunner, have charge of the armory and keep small arms and machine guns in order."

SKIPPING through other pages of Navy history, we learn such tidbits as: "The rates of machinist and coppersmith in the Navy are abolished, but no machinist or coppersmith shall be discharged from the service in consequence of this order until the expiration of his enlistment, except upon his own application."

Also, another problem the Navy had to face was that of teaching new skills to men who did not speak or understand English. In 1872 Commodore Stephen B. Luce, referred to as the father of our naval training system, wrote Secretary of the Navy G. M. Robeson:

"Our ships go to sea manned by heterogeneous crews representing nearly every country on the face of the globe; men, many of them utterly destitute of any feeling or attachment for or interest in the Navy." The commodore went on to point out that 35 countries were represented in five U. S. Navy ships in the Mediterranean and that less than half of all crewmen were U. S. citizens.

This situation did not improve rapidly. As late as the 1890s, one story goes, there was a U. S. gunboat in Chinese waters that had but one American crewman out of 135. The truth of the story will not be verified here, but it has been said that a visiting U. S. officer passed the word, "If there is anyone in the gangway who can speak English, lay aft."

THE RATING STRUCTURE has passed through various stages of refinement since it was adopted in its present form. In 1886 a scale of pay grades extending from third class seaman to first class petty officer was adopted. Enlisted men were grouped into three general classes according to the type of work done: seaman, special and artificer.

The next major alterations to the system—disregarding gradual changes—were posted in the early 1920s, when many of our present aviation ratings were adopted.

By the beginning of World War II the rating structure was becoming inadequate to the problem of distributing the best qualified men to critical billets. A major adjustment was needed to meet technological advances.

As an interim measure, existing ratings were subdivided to identify special skills. Radioman, for example, was split into radioman and radio technician. Later some radio technicians were transferred to the new sonarman rating, and this rating was later split to include a sonarman harbor defense specialty.

To supplement this process of subdividing old ratings into new ones, the specialist ratings were established. The specialist (X) rating eventually became the catchall for jobs which could not be fitted elsewhere into the rating structure.

By V-J day, the 30-odd prewar ratings had given way to nearly 200 wartime categories.

THEN, in September 1945, the Navy launched studies directed toward finding a more orderly, scientific classification system which would serve both peacetime and wartime needs. The resulting rate, rating and warrant structure, implemented by the new *Manual of Qualifications for Advancement in Rating,* went into effect 2 Apr 1948. It was the product of intensive research by the Bureau of Naval Personnel, of numerous conferences with representatives of the various Navy bureaus and offices, and of recommendations submitted by Fleet and training commands.

Obviously, it would take a text of considerable size to document the complete history of every rating in the Navy. Alternatively, the accompanying charts have been prepared to illustrate the evolution of all ratings presently in existence.

Just as some enlisted men today can pride themselves on the fact that their specialty is as old as the Navy itself, others can be equally satisfied to know their skills are as new as the age in which we live.

But it is the combination of these skills, old and new, that keeps the Navy afloat. For without them ships couldn't sail, airplanes couldn't fly and equipment couldn't function. Such is the contribution of each and every Navyman.

—Bill Howard, JO1, USN.

Good News for BACHELOR NAVYMEN

OPNAVINST 11012.2 is here. Remember that number: It is going to improve bachelor living.

The Navy firmly believes its men and women deserve living quarters which at least equal civilian standards and is now prepared to do something about it.

OpNavInst 11012.2 sets minimum standards for Navy enlisted quarters and BOQs. In doing so, it emphasizes such essentials as privacy, spaciousness, comfort and aesthetic qualities.

As the authors of the directive state: "No longer can the Navy continue to house personnel in substandard facilities which are deteriorated, overcrowded, poorly equipped and lacking in even the basic elements of privacy. If we are to encourage the individual to elect or continue a career in the Navy, facilities must be provided which are equal to or better than those of the civilian economy. Although this will not compensate for some of the privations of sea duty, when assigned ashore our personnel deserve to be treated as first class citizens and share with the civilian population the current standards of living."

As a result, within the next few months, the Navy will begin a construction program aimed at dramatically improving the living quarters of bachelor Navymen. Third class petty officers and below, for instance usually will rate four-man rooms, while higher rates can expect two man rooms or private quarters. There will, of course, be some exceptions. For example, there will be little change in recruit quarters; on the other hand, students and men who work shifts (regardless of rate) will be given the same quarters as those high on the advancement ladder.

HOW HAS ALL THIS come about and why should it occur now?

For a number of years, the Navy has been fully aware of the importance of comfortable, home-like bachelor living quarters. But until recently, finances simply would not permit. (Any married Navyman will recognize the problems here.)

Since World War II, most of the Navy's construction money has been urgently needed to support projects which arose from technological advances. The Navy had only so much money, and operational needs had to come first. (Here again, the married man will recognize certain similarities. You've got to meet your bread-and-butter needs first—groceries, rent, utilities. Then you start budgeting for the better things.)

Today, the situation has changed somewhat. As long ago as 1963, CNO decided it would be desirable to explore the possibilities of placing greater emphasis on personnel support facilities, which is the Navy's term for barracks, BOQs, mess halls and recreation centers.

A preliminary survey of existing conditions was made and the Navy then estimated it needed at least 500 million dollars to bring its facilities up to par. A later, more thorough, survey indicated the figure should be doubled.

The price did not seem unreasonable. Many of the Navy's barracks and mess halls had been constructed during World War II on an emergency basis. Later construction, because of the money shortage, was slanted toward quantity rather than quality.

Last February, BuPers and BuDocks collaborated in developing new standards which are included in the new OpNavInst 11012.2. In the meantime, the problem was approached from the financial angle and about 67 million dollars of the budget for the fiscal year 1966 military construction program were devoted to the construction and rehabilitation of bachelor living quarters.

THE NAVY'S PLANS for enlisted quarters and BOQs were neatly summed up by Rear Admiral Peter Corradi, the Chief of BuDocks, in a statement to the House Armed Services Committee. "If it can be economically rehabilitated, we propose to rehabilitate it; if it can't be rehabilitated, we propose to replace it."

The fact is, that almost all the Navy's existing barracks are inadequate under the new standards and will have to undergo extensive rehabilitation or be replaced.

Each project, whether new construction or rehabilitation, will meet the requirements set forth in OpNavInst 11012.2. These standards are the maximum allowed by the Department of Defense.

OpNavInst 11012.2 insures each enlisted quarters for the bachelor Navyman will have at least:

- **Rooms instead of open dormitories.** Non-rated men and third class petty officers can expect to share four-man rooms. In most cases, second and first class petty officers (and lower rated men who do shift work or must study more than the average man) will share two-man rooms while E-7s and above will have private quarters.
- **Adequate day rooms.** A day room (separate from TV room) will be furnished with pictures, floor coverings and have acoustical ceilings. Specifications call for the space to be of "livable and attractive residential character." This means that day rooms, as well as other rooms in the new quarters, will be distinctly un-

GI in appearance. They will be color coordinated, and attention will be given to pleasing combinations of textures in furnishings and building materials.

• **TV rooms.** New enlisted quarters will have at least one and probably several TV rooms separate from the day room—depending on the size of the building. These rooms will feature control of lights and reasonable acoustical isolation from other activities.

• **Laundry rooms.** The laundry rooms will have washers and dryers. The dryers will be vented outside of the building.

• **Concession rooms.** The concession rooms will be conveniently located and designed especially for their function. They will be constructed in such a manner as to allow servicing without disturbing the occupants of the quarters.

• **Adequate furniture.** Each occupant will have at least a combination storage and wardrobe locker, a single bunk bed and the usual linen. The Navy will also provide one desk, chair and desk lamp for each two men. Chiefs will have an easy chair and both CPOs and Waves will have a chest of drawers, a mirror and bedspreads.

A GOOD before-and-after example of what OpNavInst 11012.2 will mean to Navymen can be found at the Naval Air Station, Brunswick, Maine. The Brunswick barracks, scheduled for rehabilitation, will be among the first to be effected by the new standards.

At present, the Brunswick barracks are rather drab, reinforced concrete structures three stories high. The interior is austere: Rows of double deck bunks separated into open-ended cubes by partitions which rise only part way to the ceiling. The change will be dramatic.

There will be no more cubicles, no more bunk beds, at Brunswick. Instead there will be two-man rooms divided by a central passageway. Privacy will be insured by a door to each room.

Each space will have one desk and one built-in elevated bunk with built-in storage space below it. The second bunk will be the standard Navy single bunk. Over the desk there will be bookshelves. The bunks will have an aircraft-type reading light.

There will be chairs and wardrobes which will bear little resemblance to the steel lockers associated with Navy barracks. Inasmuch as Brunswick has a cool climate, its quarters will not be air conditioned. They will, however, have central ventilation systems with outlets in each room. Quarters located in more southerly climes will be air conditioned.

REHABILITATION of older enlisted quarters such as those at Brunswick offers a multitude of challenges to Navy architects and interior designers. Because rehabilitation must take into consideration the existing structure, designs must be adapted to each new set of circumstances. In addition, limited space in existing barracks makes it essential that architects utilize every square inch of floor space.

BuDocks has used considerable ingenuity in its rehabilitation of old quarters and in its new construction plans. Built-in furniture will be constructed to conserve space. The furniture usually will be surfaced with durable laminated plastic which will help the rooms remain in a fresh condition for a progression of Navymen.

As mentioned briefly before, designers are taking aesthetic desirability into consideration in their choices of furniture and color. Wherever possible, closets will be built in instead of using lockers and, in some cases, plastic simulating wood will be used in wardrobes equipped with sliding or folding doors. Such wardrobes will have much more storage capacity than present Navy lockers.

When BuPers and BuDocks set the standards published in OpNavInst 11012.2, they were restricted to the maximum allowable standards set by the Department of Defense, which reflect congressional limitations on the construction of armed forces bachelor quarters.

These maximums include room space for enlisted men of approximately 72 square feet per man. This will vary somewhat from building to building because the limitation is actually placed upon what is officially termed *gross* footage. Each man is permitted a maximum of 125 gross square feet, and a maximum construction limita-

NAS, Sanford, Fla—Canstructian af a new enlisted quarters.
NRS, Summit, Canal Zone—Conversion af multi-purpose buildings (enlisted quarters, mess hall and cammunity facility).
MCB, Camp Pendleton, Calif.—Canstructian af a new enlisted quarters with mess.
NCS, Landanderry, N. Ireland—New additian ta enlisted quarters.
NAD, Oahu, Hawai—Canstructian af a new enlisted quarters and mess.
NCS, Stackton, Calif.—Construction af a new enlisted quarters and mess.
NAS, Alameda, Calif.—Rehabilitatian af twa existing barracks.
NAS, Barbers Point, Hawaii—Canstructian af a new CPO quorters.
NNMC, Bethesda, Md.—Canstructian af twa new enlisted quarters.
MCB, Camp Lejeune, N.C.—Construction of six new enlisted quorters.
NAS, Cecil Field, Fla.—Canstructian af a new enlisted quarters.
NH, Chorlestan, S.C.—Canstructian af a new enlisted quarters.
MCAS, Cherry Point, N.C.—Rehabilitation af 18 existing barracks.
NALF, Ellyson Field, Fla.—Rehabilitatian af faur existing barracks.
NCS, Finegayan, Guam—Canstructian af twa new enlisted quarters.
MCAF, Futemo, Okinawa—Construction af two new enlisted quarters.
NAS, Glynca, Ga.—Canstructian af 2 new enlisted quarters.
NCHS, Great Lokes, Ill.—Canstructian of one new enlisted quarters.
NTC, Great Lakes, Ill.—Canstructian af four new service schaal enlisted quarters.
NTC, Great Lakes, Ill.—Canstructian af three new staff enlisted quarters.
NTC, Great Lakes, Ill.—Rehabilitatian af four existing barracks.
MCAS, Iwakuni, Japan—Rehabilitatian of ane existing barracks.
NAS, Jocksanville, Fla.—Rehobilitation of 36 existing barracks.
NAS, Key West, Fla.—Rehabilitatian af seven existing barracks.
NS, Lang Beach, Calif.—Canstructian af one new enlisted quarters.
NSC, Mare Island, Calif.—Rehabilitatian af three existing barracks.
NAS, Memphis, Tenn.—Canstructian af five new enlisted quarters.
NAF, Naha, Okinawa—Canstructian of ane new enlisted quarters.
MCAF, New River, N.C.—Canstructian af ane new enlisted quarters.
Hdqtrs, CINCLANTFLT, Norfalk, Va.—Canstructian af ane new enlisted quorters.
NAS, Narfalk, Va.—Rehabilitatian of 10 existing barracks.
NAS, Narth Island, Calif—Rehabilitation of 12 existing barracks.
NAS, Oceana, Va.— Canstruction af ane new enlisted quarters.

tion of 1850 dollars per man is placed on military construction.

Gross footage includes not only the room in which the man sleeps but common areas such as day rooms, corridors and other areas used in common by the occupants of the building.

The Navy, as well as the other services, has started the ball rolling which may result in the ceiling being raised on the maximum allowable space. In the meantime, however, the current maximums must be observed.

Officers are also coming in for a better day. Those who rank O-3 and below will rate a private bedroom but will share a living room with another officer. Higher ranking officers will have a private living room as well as a private bedroom. All officers will have a private bath.

Students and transients who stop at BOQs will find themselves in a private room with bath.

THE RISE IN military living conditions, will, of course, take time. The experts say that more than one billion dollars will be needed, for almost all the Navy's bachelor quarters are below the standards currently recommended. However, the unmarried Navyman will not have to wait long before he sees improvements. The Navy's timetable calls for immediate action.

Upon receipt of the new directive, commanding officers began conducting comprehensive examinations of existing bachelor housing facilities at their commands. This included a hard look at the furniture situation.

After determining how their existing enlisted quarters and BOQs stacked up against the minimum standards, commanding officers will submit to OpNav a report designed to show comparative conditions of the Navy's bachelor housing facilities.

It stands to reason, of course, that some barracks will not be able to accommodate the prescribed amount of furniture without becoming overcrowded. This is not an insurmountable obstacle. CO's will merely follow their instructions into phase II.

BY 1 NOVEMBER, the CO whose barracks are overcrowded will estimate how much BAQ money is required to allow Navymen who live in crowded quarters to live off-base. He will make his recommendations as to how the overcrowding can be alleviated until new construction can permanently solve the problem. He may choose either to give a certain number of Navymen under his command BAQ allowance or rent commercial facilities (if available) such as motels, hotels or apartments for them—provided, of course, that such action would not adversely affect the mission and operation of the command.

Also, by 1 November, all commands which have inadequate barracks will submit their plan for self-help, explaining how they will temporarily solve the problem until new construction or rehabilitation can be programed.

One month later, on the first of December, COs will inform sponsor bureaus of their military barracks and BOQ construction requirements. OpNav will use this information to determine rehabilitation and construction priority. In keeping with the policy to raise the standard of Navy living as rapidly as possible for as many men as possible, commands most in need of help will receive help first.

In FY 1966, the following construction and rehabilitation projects have been programed and submitted to Congress for authorization and appropriations:

NSB, Pearl Harbor, Hawaii—Construction of one new enlisted quarters.
NS, Pearl Harbor, Hawaii—Construction of one new enlisted quarters.
NCTC, Pensacola, Flo.—Construction of one new enlisted quarters.
NH, Philadelphia, Pa.—Construction of one new enlisted quarters.
NAAS, Ream Field, Calif.—Construction of two new enlisted quarters and rehabilitation of seven existing barracks.
NS, Roosevelt Roads, P.R.—Construction of a new Marine enlisted quarters.
NS, Rota, Spain—Construction of one new enlisted quarters.
FA, Ryukus, Okinawa—Construction of three new enlisted quarters.
NH, St. Albans, N.Y.—Construction of one new enlisted quarters.
FASWS, San Diego, Calif.—Construction of one new enlisted quarters.
NS, San Diego, Calif.—Construction of two new enlisted quarters.
NTC, San Diego, Calif.—Construction of two new recruit barracks.
NTC, San Diego, Calif.—Construction of two new service school enlisted quarters.
MCAF, Santo Ana, Calif.—Construction of o new enlisted quarters.
NSC, Treasure Island, Calif.—Construction of one new enlisted quarters.
NAS, Whidbey Island, Wash.—Construction of a new enlisted quarters.
NAAS, Whiting Field, Fla.—Rehabilitation of six existing barracks.
NAAS, Whiting Field, Fla.—Construction of two new enlisted quarters.
NHCS, Great Lakes, Ill.—Construction of one new Waves' quarters.
NTC, Great Lakes, Ill.—Waves' borracks addition.
NS, Long Beach, Calif.—Construction of o new Waves's quarters.
NS, Newport, R.I.—Construction of a new Waves' quarters.
NH, St. Albons, N.Y.—Construction of a new Waves' quarters.
MCB, Camp Pendleton, Colif.—Construction of two new enlisted women's quarters.
NS, Rota, Spoin—Construction of new MATS transient personnel facilities.
NRS, Annapolis, Md.—Construction of one new mess hall.
MCB, Camp Lejeune, N.C.—Construction of one new mess hall.
NS, Charlestown, S.C.—Addition of air conditioning to one existing mess holl.
NALF, Ellyson Field, Flo.—Rehobilitation of one existing mess hall.
NTC, Great Lakes, Ill.—Construction of one new mess hall.
NAS, Jacksonville, Fla.—Rehabilitation of one existing mess hall.
NAS, Memphis, Tenn.—Construction of one new mess hall.
NSB, New London, Conn.—Construction of a new mess hall.
NAAS, Ream Field, Colif.—Construction of one new mess holl.
FA, Ryukyus, Okinawa—Construction of one new mess hall.
NCS, Wahiawa, Hawaii—Rehabilitation of one existing mess hall.
Hdqtrs, CINCLANFLT, Norfolk, Va.—Rehabilitation of one existing mess hall.
MCB, Camp Pendleton, Calif.—Construction of one new bachelor officers quarters with mess.
Comp S. D. Butler, Okinawa—Construction of one new bochelor officers quarters (Hansen).
NALF, Ellyson Field, Fla.—Rehabilitation of two existing bachelor officers quarters.
NAAS, Kingsville, Texas—Construction of one new Aviation Cadet quarters.
NPS, Monterey, Calif.—Conversion of one existing bachelor officers quarters.
NS, Newport, R.I.—Construction of one new bacheler officers quarters.
NCBC, Pt Hueneme, Colif.—Construction af ane new bachelor officers quarters with mess.
NS, Roosevelt Roads, P.R.—Construction of one new bachelor officers quarters.
NS, San Diego, Calif.—Construction of one new bachelor officers quarters.
NAS, Sanford, Fla.—Construction of one new bachelor officers quarters with mess.
NS, Long Beach, Calif.—Addition of one commissioned officers mess (closed).
NS, Newport, R.I.—Construction of one commissioned officers mess.

As you can see, almost all the construction listed above will be on new structures. In addition to construction listed here, rehabilitation or modification of mess halls at 18 locations is also scheduled.

All construction, whether new, conversion or rehabilitation, will meet the standards imposed by OpNavInst 11012.2.

NEW LOOK—Benmoreel Navy Housing in Norfolk, Va., is being renovated.

REMODELED apartments feature more room than old buildings and greater comfort for residents. Kitchens are outfitted with new major appliances.

A SAMPLE:

FAMILY

COMMUNITY face-lifting, or what has become known as urban redevelopment, often means a neighborhood must first be razed before it can rise again.

This, however, is not the case with a Navy family housing development undergoing rehabilitation at the Norfolk, Va., Naval Base. The development is the Benmoreell family housing project, named for Admiral Ben Moreell, CEC, USN (Ret.), former Chief of BuDocks and Chief of the Navy Civil Engineer Corps.

The rehabilitation of the Benmoreell project aims at providing larger, more comfortable living quarters for Navy families. A total of 1342 cramped housing units are being made over into 611 larger apartments, each with more bedrooms. At the same time eight of the project's 117 buildings have been razed to make room for park and recreation space.

Benmoreell was built in 1942 to ease the World War II population explosion at Norfolk. After a postwar drop-off the base has grown again, to the extent that about 90,000 personnel are stationed or homeported there.

The original Benmoreell project occupied 84 acres and featured one

to three bedroom units. All but 11 of the structures were two stories, each containing six to eight apartments. Built as rental housing, the rehabilitated units will be classified as adequate public quarters when completed in December this year.

The first increment of the huge rehabilitation job was awarded at a cost of $1,992,983. Sixty-seven buildings were involved. After the sawdust settled and the last wet paint sign was removed, tenants moved into 280 three-bedroom and 67 four-bedroom units.

A contract for the second increment, awarded last December for $1,557,200 will provide new quarters comprised of 264 units. The total is divided into 24 two-bedroom apartments, 85 with three bedrooms and 155 with four bedrooms.

All of the first increment apartments have been occupied since last fall. The second increment is being renovated in block fashion.

NAVY housing project occupants take pride in monthly "best yard" contests.

HOUSING

THE NAVY estimates that of the 90,000 based at Norfolk, approximately 35,000 require family housing. The Navy controls 3600 adequate housing units there.

Four hundred forty more housing units have been approved for construction. About 19,500 additional adequate housing units are provided by the civilian community. There still remains, according to Navy estimates, a deficit of 12,000 adequate family housing units. That is, this number is "inadequately housed" in the area. But the Bureau of Yards and Docks is constantly studying means to get the most housing from every available dollar.

The Bureau's 1966 housing program for Norfolk, for example, calls for 450 new quarters for enlisted men and 50 for officers. Tentative plans for ensuing fiscal years envision construction of 500 units per year.

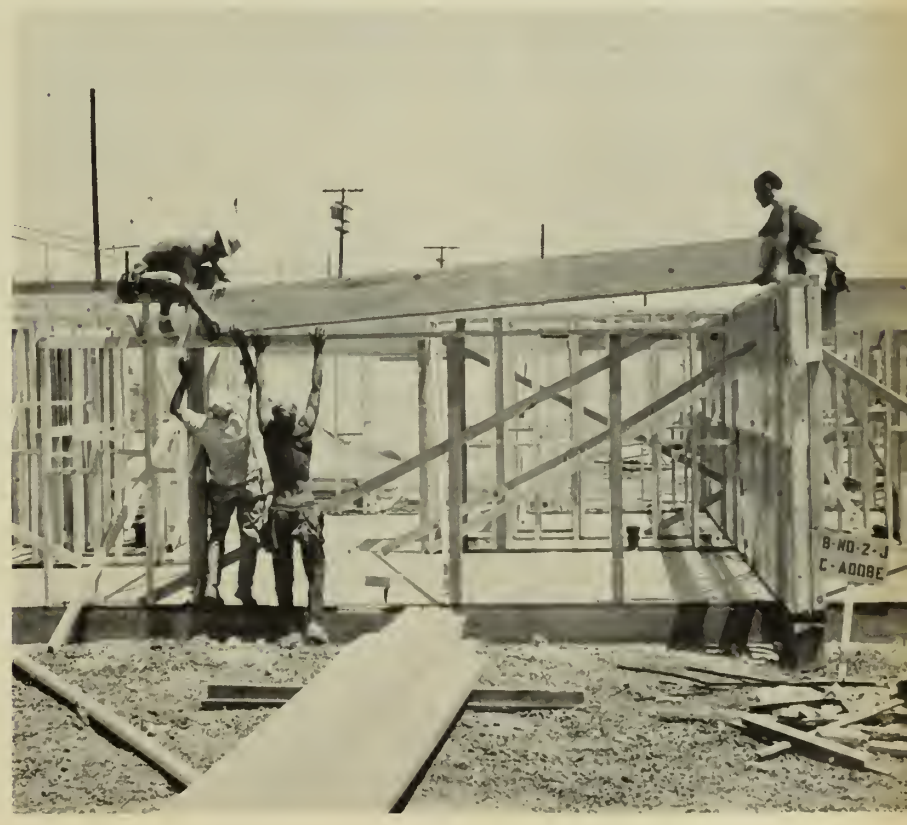
In the meantime, rehabilitation of Benmoreell housing at Norfolk illustrates how the Navy is building better quarters for its personnel with available funds; and how, working with its "host" civilian community, it can provide attractive family housing by improvement of existing buildings.

On the West Coast, construction of new Long Beach-Los Angeles area family housing project is half completed, and is expected to be ready for occupancy by early 1966.

Seventy-eight married officer units are located at White's Point, in the San Pedro area, near the Long Beach Naval Base. Also included in the project are 224 enlisted units at the Long Beach-Cabrillo housing area.

Two hundred additional EM units at San Pedro and Cabrillo are now ready for occupancy. Completion of another two hundred units is anticipated by February 1966.

FRAMEWORK—Construction workers erect frames of new Long Beach housing.



FOUR STAR FORUM

Suppose You Were CNO for Sixty Minutes

Naval Mission Personnel

Many persons assigned to Naval Missions do not particularly care for the duty in the first place and would be happier, and do a better job, at some U.S. shore activity. I doubt that very many qualified people are clamoring for assignment to one. Many times too, these billets call for CPOs who are about ready for transfer to the Fleet Reserve, therefore offering no particular retention incentive.

Due to the nature of mission duty, it is doubtful that any CPO is going to learn anything new in his specialty, and is more likely to get a little rusty, if anything. It's doubtful if this would necessarily affect his over-all proficiency in his rate when and if he went back to the operating forces. He could become very effective in his training and assistance to a foreign navy, if his past experience could be utilized.

Considering the cost of the necessary instruction by a civilian institution; the time (six months) with pay in attendance at the school; travel of the man, dependents, automobile and household effects; TLA of about $1000 monthly for two months and then $300 to $350 special allowance for the entire tour of duty—this all adds up to $30,000 to $40,000. This does not include other expenses of TAD, medical care for dependents, about $1000 per year for dependent schooling, and many other expenses such as transportation, office, etc. All in all, the cost of these billets is staggering if anyone ever added it all up.

Notwithstanding this terrific cost, and although it is not intended that way, some men assigned to naval missions may do little in the way of assistance to the host navy. Many make little or no effort to learn the language or customs of the host country and cause resentment by enjoying many privileges that are paid for by the host country, but not available to their own military people.

Assuming each individual assigned to that type of duty learned the language of the country and adequately contributed to the training and development of the host navy, the cost of maintaining a person in such a billet should be subject to close evaluation.

How could our assignment policies be changed to place people in the mission billets who could do something positive for the host country?

One step in the right direction would be to professionalize our naval missions by assigning a special job-code number to people who have already successfully served in one and are interested in utilizing their experience in another country where the same language is spoken. I don't think anyone should stay in the same country any longer than the normal tour.

The experience gained in one country would be invaluable at another time and place. Maybe a short tour of one year or so with the U.S. operating forces in between would be even more beneficial. Nevertheless, the mission billets should be filled by specialists by whatever system the Chief of Naval Personnel can devise. Let's look at it from a point of expensive training. We wouldn't expect, for example, to provide someone with flight training and then ground him. Nor would we expect to send someone to sub school and then put him on surface craft.

Chief of Naval Operations ADM David L. McDonald, USN, pays a visit to the cruiser USS Saint Paul (CA 73).

The readiness of our allies has been, and is, the basic reason for these assignments—and the establishment of a handful of people in this specialized undertaking seems like a small price to pay.

R. B., RMCS, USN

Better Breaks for Lower Rates

If I were CNO for an hour I'd see through and fight for:

Realistic action in a way to place our young Navymen, our leaders to be, into the schools of their choice and into the fields they quality for most on ships and shore stations. It is a shame seeing some of these boys, as I have seen so many, working against their will. Examples: good barbers by trade working as cooks, trained electricians on the deck force, a yeoman who can type very well being a shipfitter. It is happening daily, so these boys, at the end of their first hitch, go out.

I would avoid, by all means, having these recruits go mess cooking more than once. It is the case nowadays when they mess cook more than twice and at five-to-seven-months' straight time.

I do not believe that a young Navyman should get married until he is at least a third class petty officer, to avoid his getting into so many financial difficulties that result in hurting the Navy as well as himself. Young sailors should get counseling on this subject.

Try to knock off so many drills and inspections underway. Drills are a must to train these new boys and keep the ships in readiness for wartime. Not enough would be unsafe, but so many drills drive these boys nuts. Discontinue the habit of having these sailors handle ammunition, stores, fuel, etc., underway in their undress blues or whites instead of our prescribed dungarees. That happens all the time, especially if the flagship is around, no matter if we are in the middle of nowhere.

Do something to see that sailors of various ratings like BM, GM and CS stand a better opportunity of getting rated after passing these exams, for we wait and wait and still don't get anywhere, especially from second

class petty officer and up.

Finally, I'd promote Navywide a policy to have our COs and other high ranking officers come around at irregular times and personally talk to and interview our servicemen. Do it often, weekly, if possible. By being closer to the serviceman, the CO will find many different problems that these sailors have but hesitate to disclose.

I hope that there is a solution to persuade most of our recruits to make our Navy their career.

Guillermo Gonzalez, CS1, USN
U. S. Naval Base, Newport, R. I.

Communications Ships

If I were CNO for an hour, I would decommission one command ship in order to provide immediately a blue and gold crew for another command ship. The personnel of the decommissioned CC would serve as the second crew. (I would recommission the first CC as soon as sufficient personnel are available.) I would relieve as many officers and enlisted men as possible on the shore establishment with the second crew while they are awaiting their turn of alert duties. Also, I would certainly utilize the active CC as a training ship for lower rated TAD personnel and junior officers qualifying for underway OOD watches. Since I am serving in USS *Wright* (CC 2), naturally this is the ship I would select to remain in commission.

Along with the large communications relay ships, I would request funds to construct large barges, built along the idea of barracks ships, and equipped with auxiliary power sufficient for the operation of mobile communications station transmitters and receiver barges.

The mobile barges could be towed to remote areas and placed in operation. There would be no need to man them with full working forces, only those required to train crews when actually being towed to their place on station.

Since we would have warships in the areas of need, they could be the protective covering for such barges. During the construction, the idea would be to build three barges per station, one for personnel and one each for transmitting and receiving.

This would eliminate in part the need for the acquisition of land in foreign countries and the building of

large, expensive stations, only to be abandoned at a later date. In recent crises I feel they could have been put to good use. I fully realize the cost of such barges; however, I believe that in the long run they would save the government many millions of dollars in operating and construction costs.

The second thing I would do is establish a rating of General Cleaning and Maintenance (GCM) manned by those sailors not eligible for schools. They would be permitted to advance to PO3 only. Upon being advanced, they would be permitted to choose a specialty, submitting their courses while working in the GCM rating, working on-the-job training two hours daily in their specialty and finally being recommended for advancement in the rate which they have chosen.

It should be realized that at present up to one-sixth of all divisions aboard ships are assigned to odd jobs, usually mess cooking, mess decks Master-At-Arms, compartment cleaning, and Master-At-Arms billets, just to mention a few. When we man these billets with trained personnel in specialties, this not only deteriorates morale, but wastes training funds and man-hours in training. Over-all, this results in a loss of personnel to the Navy—and again the retraining continues.

John L. Lambert, Sr., RMCM
USS Wright (CC 2)

Modern Management Techniques

It is time to employ modern management techniques and stress enlightened human relations. This can be accomplished by schools and correspondence courses in modern management and human relations, which would be mandatory for officers and senior enlisted personnel.

Have Something to Contribute?

Do you have a pet project that you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.

Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.

What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?

With the blessings of the Chief of Naval Personnel, CNO and SecNav, All Hands *is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?*

The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D. C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters. (If you prefer that you be identified by initials only, please so indicate.)

This is a golden opportunity to provide a forum for your ideas.

The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy.

Here is another installment. Keep your ideas coming.

The younger generation of sailors judges the Navy by the way officers and senior enlisted personnel speak and act, and local command policies. There is no surer index to breeding, education and environment and the sort of people you work for than what they say and do. One major reason conflict develops in an organization is that people do not understand their assignment and that of their co-workers. No matter how well conceived an organization structure, people must understand it to make it work. Understanding is aided materially by proper use of organization charts, accurate job descriptions, turn-over files, the spelling out of authority and informational relationships and the introduction of specific goals to breathe life into positions and people.

I personally feel that there is too much discretion given to individual commands. This breeds inconsistency, which breeds frustration. Take any class ship, and you will find a different policy concerning personnel procedures and regulations. Even a change in commanding officer or executive officer affects policies, procedures and morale of the ship.

It would be a great feeling to be able to go anywhere in the Navy and feel at home, and know there is uniformity in regard to personnel policies, procedures and regulations.

One big point I would like to mention is the changing of uniforms in port and at sea. A clean and sharp uniform should be mandatory, but each ship and station has its own individual policy. I have had the experience of being in a home port where each ship had a different policy of what uniform could or could not be worn. Also, at sea, changing into uniform of the day on occasions wasn't uniform with other ships in the area, or even alongside.

Each ship and station has an organizational manual, which should be uniform and adhered to. When a commanding officer feels that a change should be made, he could submit it in writing to higher authority and then, if approved, it could be incorporated into all organization manuals pertaining to that type or class of ship or station. Other ships in a class could submit their comments to the change, and if approved, all ships in that class could convert to the new change. This way everybody benefits.

If I am wrong on the above, then why is it that each ship (same class and command) has different personnel policies, procedures and regulations? Shouldn't we all have the privilege of being treated alike?

Charles K. Orth, YN1, USN
U. S. Navy Recruiting Substation
Portland, Maine

It's Hard to Study in Vietnam

If I were CNO I would have a special advancement in rate program for all naval personnel assigned to

Vietnam. It is very difficult to study for an examination, particularly in a small craft or vessel, or at some remote location.

What most people don't realize is that fighting this war is a 24-hour-a-day job, and you just can't always have the advancement in rate material by your side to study.

I suggest that all Navy personnel in the Vietnam area eligible for advancement in rate and recommended by their CO be given a passing grade for that exam and if their multiple brings them within the advancement score, they be advanced.

James L. McMullen, HM1, USN
Saigon, Vietnam

Re-entry Exams

If I were CNO for 60 minutes I would do something more for the men who want to come back in the Navy after being separated for more than 90 days. I think that the man should not have to lose a stripe. For example, if he was a YN2 when discharged and he stayed out for a year or two, let him study for the YN2 test while he is a civilian and let him take the YN2 test before he enlists again. Then when the results come back, if he passes the test he can reenlist as a YN2; if he flunks, he can reenlist as a YN3 or not reenlist at all.

I'm sure that there are plenty of first-termers, who, after getting out, found out that the Navy wasn't so bad after all. I reenlisted under the RESCORE program and am changing my rate to CT2(R), but it is hard to study under the pressure that this is a "do or die" school, and that if you flunk out you have to suffer the disgrace of being busted for trying your best, especially if you have a family.

Also, if I were CNO, I would make a policy on pro-pay that would enable the critical people to have pro-pay, but also let every petty officer of every rating at least be able to take the test.

Mike Kiefer, YN2, USN
NavComTraCen, Pensacola, Fla.

More Data for Service Record

I believe the enlisted advancement system should consider a man's service record before advancement. It appears to me that it would be more advantageous to the Navy, as well as to outstanding Navymen, if the BuPers service jacket was considered in addition to the present factors.

Information such as off-duty college and high school courses, correspondence courses completed and additional education that one has completed since his entry into active duty should, in my opinion, be a prime factor in the enlisted advancement system.

The system could be handled in a manner similar to the E-8/E-9 and officer programs. If this is impossible for all pay grades, certainly it could be done for pay grades E-6 and E-7, since these two pay grades are the most difficult to master. Moreover, being a Personnelman, I have had firsthand experience in dealing with Page 4's and NavPers 792's, and have seen quite a few notable entries on these two documents which, I

believe, should be brought to the attention of the Examining Center/ BuPers prior to determining who will be advanced and who will not.

It is realized that this suggestion may place an initial burden on the Bureau of Naval Personnel until a system is developed to furnish the Enlisted Rating Board with a microfilm of each man's service record. Since advancements are authorized over a six-month period for each examining series, the Bureau will have more time to review the aforementioned documents, especially on the personnel whose advancements are held in abeyance due to quota limitations.

My basic concern is to improve the enlisted advancement system, not to criticize it.

Jimmie L. Bradford, PN1, USN
NavComSta, FPO, Seattle

Categorize EM Ratings

I believe that the Navy would be more efficient and enlisted leadership more effective if the Navy split their enlisted ranks as the Marine Corps has. E-6 through E-9, senior petty officers; E-4 and E-5, petty officers; E-3 and below, non-rated.

On many occasions, almost daily, the first class petty officer is called upon to either fill, or fill in for, an E-7's position in a supervisory status. This change would give prestige to the first class and would increase the prestige of the third and second class petty officers. It would also help the retention problem because of the time difference between making first class and chief petty officer.

I believe that all petty officers should have a title along with their name. It is not in line with military discipline and it degrades a man's rank to have a 17- or 18-year-old SA call a petty officer by his last name only.

My final idea is to add points to the enlisted man's multiple upon completion of so many college credits through USAFI or college extension courses.

Daily the Navy's complex weapons systems and equipment demand more education and a broader educational background from enlisted men.

By adding points to a man's multiple, the man could benefit (if he had the desire) and the Navy would benefit from his higher level of education.

Richard E. Jones, AZ1, USN
NAS Memphis, Tenn.

Air Conditioners Needed

At the present time my problem is a lack of air-conditioning for my office personnel. This office has no air-conditioning whatsoever. Our work requires quality and quantity. There are new window-type air-conditioners on the base stored in warehouses. These new air-conditioners can only be used as replacements for those presently installed.

I have been told that I cannot have six to eight window-type air conditioners installed for this office without SecNav approval.

If I were Chief of Naval Operations, in order to improve efficiency,

operations, morale and esprit de corps, I would obtain authorization for commanding officers of shore installations to authorize installation of low cost air-conditioning in administrative offices.

It is miserable to work in 90-degree temperatures, but worse to know that air conditioners are on the base and cannot be utilized.

G. R. S., LTJG, USN

Officers with Enlisted Background

Many enlisted men have come up through the ranks and finally achieved the status of a commissioned officer. However, in proportion to the many members of the naval service this is still a very small percentage.

The man who spends four years in the enlisted ranks is awarded a Good Conduct Medal if he qualifies, and subsequent awards as the years go by. If he assumes commissioned status he is entitled to continue to wear the ribbon for this award. Other men, such as myself, have not served four years' enlisted time but do move up to commissioned rank. For such types there could be some sort of special uniform insignia, an award or other distinguishing mark.

I believe a program such as this would accomplish many things. Other enlisted personnel would see that there is an opportunity available, and might take advantage of the various means of attaining a commission. Cooperation between enlisted and officer personnel would definitely improve. Well trained and qualified personnel might be encouraged to remain in the service. Some enlisted men actually give up income to attain the rank of an officer. For the officer in this position it might look better if the grey hair was accompanied by such an insignia. In many cases it seems that an officer in a junior rank has fouled up somewhere along the line. A distinguishing mark would make it quite obvious that he is a former enlisted man who came up through the rates and ranks.

I am proud of this accomplishment and feel that others go along with this sentiment. Frankly, I would like to let the other men know that it can be done, and also feel that I would be proud to display such an award.

Lewis Malamut, LCDR, USNR

Disposable Trash Containers

Upon a recent return from a West-Pac cruise I have contemplated a problem that arose which is common with all type ships; that is emptying trash and garbage at sea in inclement weather and rough seas.

Sometimes for weeks on end we were at sea on patrol in very rough weather and the trash and garbage sometimes created quite a problem for disposal. Especially on our type ship (2100-ton class destroyer) the main deck has to be secured and the only travel fore and aft is conducted on the 01 level, squeezing through a small scuttle hatch. Going topside to dispose of trash can be extremely dangerous.

My suggestion would be to create a ship stores item of a trash can liner bag made of either paper or plastic or some cheap type of material costing pennies apiece. (Similar to con-

fidential burn bags.) These bags could be made the size of the standard trash can, 14" in diameter and 18" high (larger for scullery garbage cans). Upon being filled with trash it could be a very simple job of pulling the bag out and disposing over the side, keeping the trash can clean and sanitary and creating no hazard of disposing of the bag from topside. In choosing the material the bags could be made of a material that would sink in very short time.

Robert W. Ridley, QM1, USN
USS Wedderburn (DD 684)

Recruiting Duty

I am presently on recruiting duty in Monroe, La., and have some suggestions that may be of interest.

• I suggest that recruiters who are doing a good job be granted yearly extensions (I am presently on my second extension), because the longer you are in a spot the more contacts you meet and consequently the more people assist you.

• I suggest that recruiters who are producing be granted a pro-type pay, by results—not by test, as it's results that count.

• Five days' leave extension is presently given to a recruit home on leave for bringing in a friend who is accepted. I suggest this be given to anyone home on leave if it doesn't interfere with any ship or school commitments. I believe many more men are enlisted after talking to some sailor home on leave, who is Navy-motivated and has just completed a school or reenlisted, than they are by what recruits say. A lot of young prospects know about the five-day extension that is granted to recruits, and they think that is the only reason the recruit wants them to join.

• I believe that recruiters coming off a tour of recruiting duty should be sent to a refresher school of their rate, so they would be useful immediately. As it is in my case, after four years away from radio it will be quite hard to fit back into the swing of things.

Hillard Meek, RMC, USN
NavCruitSta, Monroe, La.

Insufficient Deployment Leave

I believe that in most cases the enlisted man will not ship over because he is unable to acquire enough rate in one four-year enlistment.

Yet this is what stops him even more from thinking of reenlistment: He is not allotted a substantial leave period upon return from deployment. I am returning from a five-month deployment in the Red Sea and Mediterranean Sea. The leave time allotted is 18 days for the entire crew, this means nine days for two leave sections, for 50 per cent must be kept aboard. This is a problem not only for married men who have not seen their families for five months, but for a man who has not been able to spend time at home to make future plans with his girl friend for their engagement or marriage.

Recently we received a new group of officers aboard and the basic work day and routine has been changed greatly. For one thing, the work day was called to an end at 1600, but now it is called at 1645 or 1715. This causes trouble because, for two years, most of us aboard here have found that a work day till 1600 is enough time for one day. If more is called for, only tempers and hard feelings are the result.

These are a few facts which may change some of the Navy's or command rules to help improve morale in the seagoing Navy.

C. K. W., RD3, USN

Six-Year Obligors

I respectfully recommend implementation of the Six-Year Obligor Plan into all Navy technical rate training programs.

This plan is being used with success in the *Polaris* program and more recently in the FT and ST "A" school areas. It is contributing to the STAR Program's current success in the Fire Control Technician rating.

The four-year enlistee who extends his enlistment to six years for additional basic and Class "C" schools finds that after one year's service he is eligible for the STAR Retention Program. He reenlists for the STAR program which gives him pro pay, one more year of advanced school, and reenlistment bonus.

If 25 per cent of the input at an "A" school become six-year obligors, in four years' time the input could be greatly reduced, with retention increased.

Owen E. Cook, FTCS, BUPERS

Charity by Allotment

Within a command, certain members are asked to solicit contributions from a number of individuals.

At present, there are three Navy-wide appeals for charitable contributions from individual members of the Naval Establishment annually.

I would institute a program whereby members of the Naval Establishment could contribute to charity by means of monthly allotment, if they so desire.

There are a number of advantages to this method. Contributing would be easier, as most of us feel that it's easier to do without something we never had than to give it up after

once having it. Embarrassment on the part of both solicitor and donor would be done away with. Time and expense of solicitation would be reduced. A moral value—that of the obligation of regular contribution to charity—may be emphasized.

It is quite possible that larger contribution would be made.

The program would, of course, be one of voluntary participation, and the opportunity for contribution on an individual basis would be retained. There would be an increased amount of administrative and clerical work involved, but this disadvantage

may be outweighed by the advantages.

N. E. Duggan, CDR, (DC), USN
NAS Brunswick, Maine

Improvement on Incentive Pay Program

There is one subject in particular that I would like to bring up at this time. What can be done to better the pro pay program?

Most of us feel it is quite unfair to allow only a few rates to draw pro pay. The suggestion now arises that some people are more proficient in their rates than others. I find this hard to believe.

In most cases you will find men

drawing pro pay are no more proficient in their rates than men in other categories.

I understand it was devised to help keep the critical rates in the Navy. I think this is well and good, but at the same time I think something should be done for the people in rates that are not classified as critical. There are a large number of these in the Navy and some type of program should be devised to extend the right of pro pay to them also. This is only being fair.

We are losing many a good petty officer who does not classify as being in one of the critical rates. This is quite a hard blow to most commands. I think if the chance for pro pay were extended to these personnel, it would show quite a change in a man's decision about discharge or career.

I want you to understand that I am not as bitter as I may sound. I am a career man myself and doing fine without the extra money.

I brought up the subject not for myself, but for the four-year-enlistment petty officer the Navy is losing every day. Many a good petty officer is getting out of the Navy and going to a high paying job on the outside.

William P. Scarberry, SFM2, USN
USS Vancouver (LPD 2)

Enlisted, Officer Retention

During my 13 and one-half years' service I have talked to many enlisted and officers about why they get out of the service. The actions I would take as CNO for one hour are based on these conversations.

• Give pro pay to enlisted personnel in critical skills after they advance to petty officer second class even though they are not career designated.

• Issue a directive that all commands set up a Career Counseling Team, consisting of one limited duty officer or career officer and two chief petty officers.

Give a 30-day free leave to all men who reenlist for six years for the first time.

• Allow commanding officers to make spot advancements to outstanding critical skilled enlisted personnel.

• Increase the clothing allowance of enlisted personnel to $10.00.

The following are recommendations to help officer retention:

• Start a bonus system similar to the enlisted reenlistment bonus. The officer system should be restricted to officers who extend for six years for the first time.

• Start sea pay for officers.

• Start a monthly clothing allowance.

• Change the pay scale for officers with previous enlisted service so that they may get increases in pay after 14 years of service.

LTJG L. E. Berley, USN
Patrick AFB, Florida

Same Pay for Single, Married Men

These are my suggestions for increasing naval efficiency:

Make the pay scale of the single man equal to that of the married man, at least in the lower rates. In this way a third class, regardless of whether he was single or married, would be able to draw the same amount of pay. If they were civilians these two third class petty officers, working under the same circumstances, would receive the same paycheck. The Navy, in paying the extra benefits, seems to favor the married sailor more.

Give to the most senior enlisted man in the Navy the job of being an aide to CNO. This job he could retain as long as he remained senior man except through retirement or voluntary request for transfer to other duty.

Through a long-range plan, incorporate into future barracks planning two-man rooms, not (I repeat) not cubicles.

In future build ships with separate berthing compartments for watchstanders and day working personnel.

Issue a directive whereby all watchstanders cannot be used for working parties during their liberty hours.

Eliminate evaluation of any enlisted man attending a Navy school which is of comparable length to the marking period.

Discontinue sending general messages such as officers' orders/promotions over any communications circuit. Since these messages are not official word of transfer/promotion, this would not affect naval efficiency. These messages are often lengthy, are many times duplicated, increase costs and are a burden to internal routing.

Increase the speed with which new communications publications are distributed. Often times "new" publications arriving at a comm center are outdated and must be brought up to date through stacks of changes which have accumulated while the pub was en route to its destination. One way of increasing the speed would be through a good revision of the distribution channels.

R. T. Berner, RM3, USN
USNAF, FPO N.Y.

MEDAL OF HONOR

COURAGE —

Our Most Importan

COURAGE IS Navy's most important product. It is the one element of defense that has contributed far more than all others in preserving the American way of life. It has sometimes been called the indomitable spirit of the American fighting man.

In a multitude of ways, American servicemen have risked or given their lives to destroy an enemy, while protecting the country against threats of foreign domination.

Some men have been clearly distinguishable from "ordinary" gallant men by committing deeds of "conspicuous gallantry and intrepidity above and beyond the call of duty" at the risk of their own lives.

This reference is made to recipients of the Medal of Honor, the highest military award presented by the United States for gallantry in action.

Since the first presentation of this award 102 years ago, 729 Navymen have received the five-pointed star for their valor. At present, only 55 of these are known to be living. Eight of the 55 are still on active duty—seven as Navymen and one as an Army officer.

On examination of the citations which accompany the Medal of Honor award, it becomes understandable why the medal is most frequently awarded posthumously.

A CASE IN POINT is that of William R. Charette, HMC(SS), although he did live to receive his Medal. Charette, now 34, was an HM3 serving with a Marine rifle company in Korea when cited for his gallantry, and is serving in the *Polaris* submarine USS *Daniel Webster*, (SSBN 626) today.

His company was engaged in a fierce encounter with well-dug-in North Korean forces, far in advance of the main line of resistance, on 27 Mar 1953. Charette repeatedly and unhesitatingly moved about through a murderous barrage of hostile small-arms and mortar fire to render assistance to his wounded comrades. When an enemy grenade landed within a few feet of a Marine he was attending, Charette threw himself on the stricken man and absorbed the concussion of the exploding grenade with his own body.

The blast ripped off his helmet and medical kit, and left him with painful facial wounds. In spite of the resulting shock, Charette continued administering to the wounded, improvising emergency bandages by tearing off part of his clothing.

Discovering a seriously wounded Marine whose armored battle vest had been torn from his body by the blast from an exploding shell, Charette removed his own vest and placed it upon the helpless man. He repeatedly exposed himself to enemy fire in order to lend effective aid to wounded men in his own unit and adjacent platoon areas as well. As a result, he was directly responsible for saving many lives.

THE ONLY OTHER Korean-service Navyman still on active duty who received the Medal of Honor is Commander Thomas J. Hudner, Jr., USN, 41, who is currently attached to Training Squadron 24, Naval Auxiliary Air Station, Chase Field, Beeville, Texas.

Then a lieutenant, junior grade, Commander Hudner was a pilot in Fighter Squadron 32, attached to USS *Leyte* (CVA 32). His award was presented for action on 4 Dec 1950, for attempting to rescue a squadron mate whose plane was forced down behind enemy lines in the Chosin Reservoir area in North Korea.

Maneuvering to circle the downed pilot and protect him from enemy troops surrounding the area, Commander Hudner decided to land on the rough mountainous terrain. After skidding to a well-executed wheels-up landing, he rushed to pack the fuselage of the burning plane with snow to keep the flames away from the pilot, and struggled to pull him free.

Unsuccessful in this, he radioed for a rescue helicopter. With assistance from the rescue pilot, Commander Hudner renewed a desperate but unavailing battle against time, cold and flames to save the life of his friend.

FIVE NAVYMEN who received the Medal of Honor in World War II action are still on active duty. Their citations further exemplify the selfless, courageous actions of MOH winners.

Vice Admiral Lawson P. Ramage, USN, 56, now Commander First Fleet, was cited for action in a pre-

Product

dawn attack on a Japanese convoy on 31 Jul 1944, while he was skipper of USS *Parche* (SS 384).

Admiral (then Commander) Ramage boldly penetrated the screen of the heavily escorted convoy to launch a surface attack on the ships. He crippled a freighter with a stern shot and quickly followed with a series of bow and stern torpedoes to sink the leading tanker and damage the second one.

By then exposed in the light of bursting flares, and drawing heavy shell fire, Admiral Ramage directed his crew in another strike, this time sinking a transport. In the mounting fury of fire from the two burning tankers, Admiral Ramage ordered his crew below, remaining topside to direct further action against the enemy.

As a fast transport closed in to ram his vessel, he squeezed past the onrushing ship, clearing by less than 50 feet. Although it meant placing the *Parche* in a deadly cross-fire from escorts on all sides, Admiral Ramage then swung around to kill the transport as a climax to 46 minutes of violent action, and escaped the area with his sub undamaged.

REAR ADMIRAL Eugene B. Fluckey, USN, 51, presently Commander Submarine Force, U. S. Pacific Fleet, was cited as commanding officer of USS *Barb* (SS 220) during the sub's 11th war patrol from 19 Dec 1944 to 15 Feb 1945.

Then a commander, Admiral Fluckey sank a large enemy ammunition ship and damaged other ships during a running two-hour night battle on 8 Jan 1945.

On 23 January he located and tracked a concentration of more than 30 enemy ships into Mamkwan Harbor. Aware that his subsequent escape would necessitate a one-hour full-speed run through uncharted, mined and rock-obstructed waters, he nevertheless prepared for battle with the Japanese ships.

Penetrating the heavy screen of escort ships, Admiral Fluckey maneuvered *Barb* to obtain eight direct hits on six main targets, including a large ammunition ship.

Clearing the treacherous area at high speed, he took *Barb* to safety. Four days later his sub sank a large Japanese freighter.

REAR ADMIRAL John D. Bulkeley, USN, 54, now Commander U. S. Naval Base, Guantanamo Bay, Cuba, was a lieutenant in command of Motor Torpedo Boat Squadron Three in Philippine waters between 7 Dec 1941 and 10 Apr 1942, for which period he was cited for extraordinary heroism, distinguished service and conspicuous gallantry.

In those four months, Motor Torpedo Boat Squadron Three damaged or destroyed a notable number of enemy planes, combatant and merchant ships and dispersed landing parties and land-based enemy forces, without benefit of repairs, overhaul or maintenance facilities.

Admiral Bulkeley was characterized as being dynamically forceful and daring in offensive action, brilliant in planning, and skillful, resourceful and ingenious in executing the attacks.

CAPTAIN George L. Street, III, USN, 52, is currently Commander Submarine Group, Mare Island Division. As a lieutenant commander, Captain Street commanded USS *Tirante* (SS 420) during her first war patrol

HONOR MEN—Hospital Corpsman William R. Charette, now HMC(SS) aboard *USS Daniel Webster* receives MOH for gallantry in Korea. *Rt:* George E. Wahlen, HM3, is presented the medal for his actions in World War II.

against Japanese surface forces off the coast of Korea on 14 Apr 1945.

With his crew at surface battle stations, Captain Street approached a hostile anchorage within 1200 yards of the coast to complete a reconnoitering of Quelpart Island.

He penetrated the mined and shoal-obstructed shallow waters of the harbor despite numerous patrolling vessels and in defiance of five shore-based radar stations and menacing aircraft.

Prepared to fight it out on the surface if attacked, Captain Street spurred his crew into action, sending two torpedoes into a large ammunition ship. With the *Tirante* instantly spotted by the enemy as she stood out in the light of the explosion, he fired the last two torpedoes at his pursuers, destroying in quick succession the leading frigate and a similar flanking vessel.

Clearing the gutted harbor at emergency speed, he slipped his sub undetected along the shore line, diving deep as a pursuing patrol dropped a pattern of depth charges at the point of submergence.

Living Navy Recipients of the Medal of Honor

Active Duty

Vice Admiral Lawsan P. Ramage, USN, Cammander First Fleet

Rear Admiral Eugene B. Fluckey, USN, Cammander Submarine Farce, U. S. Pacific Fleet

Rear Admiral Jahn D. Bulkeley, USN, Cammander U. S. Naval Base, Guantanama Bay, Cuba

Captain Gearge L. Street, III, USN, Cammander Submarine Graup, Mare Island Divisian

Cammander Richard M. McCaal, Jr., USN, Staff, Cammander U. S. Naval Farces, Japan

Cammander Thamas J. Hudner, Jr., USN, Training Squadran 24

William R. Charette, HMC(SS), USN, USS *Daniel Webster* (SSBN 626)

Majar Gearge E. Wahlen, Regular Army (Ex-pharmacist's mate, USN)

Retired

Rear Admiral Richard N. Antrim, USN (Ret), Mauntain Hame, Ark.

Cammander Jahn H. Balch, USNR (Ret), Sun City, Fla.

Rabert E. Banney, CHMACH, USN (Ret), Edmands, Wash.

Vice Admiral Jael T. Baane, MC, USN (Ret), Washingtan, D. C.

Rear Admiral Rabert W. Cary, USN (Ret), Taleda, Ohia

Cammander Gearge Cregan, USN (Ret), Manasquan, N. J.

Lieutenant Cammander Jahn Davis, USN (Ret), St. Petersburg, Fla.

Lieutenant Cammander Abraham DeSamer, USN (Ret), San Leandra, Calif.

Lieutenant Thamas Eadie, USN (Ret), Newpart, R. I.

Lieutenant Jahn W. Finn, USN (Ret), San Diega, Calif.

Admiral Frank J. Fletcher, USN (Ret), LaPlata, Md.

Vice Admiral Paul F. Faster, USNR (Ret), Arlingtan, Va.

Cammander Hugh C. Frazer, USN (Ret), Washingtan, D. C.

Rear Admiral Samuel G. Fuqua, USN (Ret), St. Petersburg, Fla.

Cammander Danald A. Gary, USN (Ret), Garden Grave, Calif.

Lieutenant Cammander William E. Hall, USNR (Ret), Muskogee, Okla.

Lieutenant Cammander Rufus G. Herring, USNR (Ret), Rasebara, N. C.

Lieutenant William R. Huber, USN (Ret), San Matea, Calif.

Lieutenant Cammander Edauard V. M. Izac, USN (Ret), Washingtan, D. C.

Rear Admiral Gearge M. Lawry, USNR (Ret), Carmel, Calif.

Captain David McCampbell, USN (Ret), Calarada Springs, Cala.

Rear Admiral Bruce McCandless, USN (Ret), Annapalis, Md.

Lieutenant James Harper McDanald, USN (Ret), Raulette, Pa.

Lieutenant Cammander Jahn Mihalawski, USN (Ret), Larga, Fla.

Rear Admiral Richard H. O'Kane, USN (Ret), Arlingtan, Va.

Lieutenant Cammander Jacksan C. Pharris, USN (Ret), Ralling Hills, Calif.

Cammander Arthur M. Prestan, USNR (Ret), Chevy Chase, Md.

Captain Danald K. Rass, USN (Ret), Part Orchard, Wash.

Rear Admiral Thamas Jahn Ryan, Jr., USN (Ret), New Orleans, La.

Rear Admiral Herbert E. Schanland, USN (Ret), New Landan, Cann.

Lieutenant William Seach, USN (Ret), Sauth Weymauth, Mass.

Warrant Officer Charles H. Willey, USN (Ret), Penacaak, N. H.

Lieutenant William Zuiderveld, USN (Ret), Leucadia, Calif.

William Badders, CMM, USN (Ret), Annapalis, Md.

Jess W. Cavingtan, CS1, USN (Ret), Richmand, Va.

Ex-Officers

Nathan G. Gardan, Ex-LCDR, USNR, Marriltan, Ark.

Carl E. Petersen, Ex-CHMACH, USN, Avenel, N. J.

Ex-Enlisted

Rabert E. Bush, Ex-HA, USNR, Elma, Wash.

Demetri Carahargi, Ex-FN 1st, USN, Kirkland, Wash.

Raymand E. Davis, Ex-QM3, USN, Retsil, Wash.

David E. Hayden, Ex-HM3, USN, Fresna, Calif.

Harry H. Miller, Ex-SN, USN, Turrialba, Casta Rica

Henry N. Nickersan, Ex-BM1, USN, Wheeling, W. Va.

Francis J. Pierce, Jr., Ex-PHM1, USN, Grand Rapids, Mich.

Jaseph Quick, Ex-COX, USN, Tampa, Fla.

Oscar Schmidt, Jr., Ex-CGM, USN, Samers Paint, N. J.

Jacab Valz, Jr., Ex-CM3, USN, Partland, Ore.

COMMANDER Richard M. McCool, Jr., USN, 43 (a captain selectee), currently serves on the Staff of Commander U. S. Naval Forces, Japan. As a lieutenant in command of an LSC during operations in the Ryukyus in June 1945, Commander McCool was assisting in the evacuation of men from a sinking destroyer when his own ship was attacked by two kamikaze planes.

The LSC shot down one and damaged the other, but could not prevent its crashing into the ship's conning tower.

Although himself burned and wounded by shrapnel, Commander McCool rallied his crew to damage control stations and assisted in rescuing several men trapped in a blazing compartment.

THE ONLY OTHER Navy winner of the Medal of Honor still on active military duty is Army Major George E. Wahlen, 41, a former Navy pharmacist's mate. While serving with a Marine battalion on Iwo Jima in February and March 1945, Major Wahlen advanced well forward of the front lines to aid a wounded Marine although he was seriously wounded himself. Despite a heavy concentration of fire, he carried the Marine to safety. He conducted many similar operations, defying enemy fire and the pain of his own wound to help the injured.

The remaining 47 living Navy Medal of Honor winners are in civilian life, leading unpretentious lives and serving in many fields. (For their names, see accompanying box.)

How do these men feel about receiving our country's highest military award? Modest.

To win a Medal of Honor, a brave deed must have had at least two witnesses to confirm it. Most winners of the medal are quick to say that many a brave deed has gone unseen and many a brave man unrewarded —at least officially.

But, say some, courage, like virtue, is its own reward.

—Bill Howard, JO1, USN

DECORATIONS & CITATIONS

DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aeriol flight . . ."

★ STANLEY, HENRY T., JR., Commander, USN, posthumously, as pilot of a jet aircraft serving with the USS *Midway* (CVA 41), during a routine training flight 11 Jan 1965. When his aircraft engine failed over Fremont, Calif., he ordered the pilot in the rear cockpit to eject. CDR Stanley remained with his crippled aircraft and succeeded in maneuvering clear of a residential area before ejecting at extremely low altitude. He sacrificed his life to safeguard the lives of others.

NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ ANDERSON, FRANK, aviation machinist's mate first class, USNR, for the rescue of three people from a fire in a three-story structure in the Rossville section of Staten Island, N.Y., on the morning of 2 Feb 1964. Hearing a man's voice calling for help from the rear of the flaming building, Anderson, aware that the building might collapse at any moment, crawled under the front porch to obtain a ladder. He rushed to the rear of the structure and rescued a man, woman and their four-year-old daughter, who were trapped on the roof of the back porch 30 feet above the ground.

★ BRANCALE, ROBERT J., aviation machinist's mate second class, USNR, in connection with the helicopter rescue of an 80-year-old man from the flooded Blue Earth River near Mankato, Minn., on 8 Apr 1965. The victim was unable to get into the rescue sling lowered from the helicopter to the rooftop where he was marooned. Brancale and another crew member waded into the frigid and swift-running waters in an attempt to reach the victim, but they were forced back by the strong current and icy footing. During this time the man slipped off the rooftop and into the water. Brancale returned to the helicopter, which then hovered over the weakening victim. Through skillful maneuvering of the sling, Brancale succeeded in rescuing the near-drowning man and the other crew member, who had crossed the river upstream to aid in the rescue.

★ CRONK, EARL C., boilerman second class, USN, while serving aboard USS *Ranger* (CVA 61) on the night of 13 Apr 1965. During a serious fire in the number one main machinery room, Cronk twice entered the intense heat- and smoke-filled room to rescue four shipmates, thereby saving them from burning and suffocation. He also ensured that all steam valves in the console booth were secured to limit the hazard to firefighters. His prompt and courageous actions were in the face of great personal risk.

★ DAWKINS, JIMMIE G., Electrician's Mate Fireman, USN, for heroism on the morning of 17 Sep 1964 while serving aboard USS *Kearsarge* (CVS 33) in the South China Sea. A shipmate accidently touched a 440-volt heating coil and slumped into unconsciousness while repairing electric ovens in the ship's bakery. Dawkins, realizing the power to the ovens could not be secured in time to save the man, quickly threw himself against his stricken shipmate and succeeded in dislodging him from the coil. By his prompt action, Dawkins saved a life at the risk of his own.

★ DIXON, JAMES T., Boatswain's Mate 1st Class, USN, while serving as duty Master-at-Arms aboard USS *Sellers* (DDG 11), on the morning of 10 Sep 1964, while the ship was moored in Naples Harbor, Naples, Italy. A shipmate obtained a pair of .45 caliber pistols and threatened the lives of all those who passed within his range. Dixon, with full knowledge that this man had already fired at another crew member, proceeded unarmed to the vicinity of the signal bridge in an attempt to disarm him. Although he was threatened, Dixon proceeded, still unarmed, and after several minutes of conversing with the man, Dixon succeeded in disarming him and placing him under arrest.

★ EDWARDS, HARRY D., Signalman 1st Class, USN, for rescuing an 18-month-old child from almost certain death on

MOH Winner is Flying High at 88

Joseph Quick, 88, one of the oldest living Navy recipients of the Medal of Honor, is still using his flight privilege card—63 years after receiving his country's highest medal.

OLD SALT — MOH winner Joseph Quick chats with RADM. Massey after receiving flight privilege card.

A Navy veteran of the Spanish-American War, Quick won the decoration in 1902 while serving as a coxswain aboard the steam-powered schooner USS *Yorktown*. On that occasion, at repeated risk to his own life, he saved the life of a shipmate at sea, in Japanese waters, disappearing beneath the surface on numerous occasions only to fight his way back to the surface.

The spry veteran recalls vividly that eventful day. "They told me the admiral was all excited on the bridge as he watched us through his glass. He kept yelling 'They're up—they're down—they're up again,' all through the episode."

Enlisting in 1895, Quick subsequently served on 14 men-of-war, including USS *Brooklyn* at Santiago, Cuba, in the Spanish-American War.

He has just received a new copy of his flight privilege card entitling him to military flights.

Quick received his medal a year before the Wright brothers' first flight.

12 Dec 1964 in the Hokulani section of Navy housing at Pearl Harbor, Hawaii. Observing the girl standing directly in the path of an automobile which was apparently out of control, Edwards dashed in front of the onrushing vehicle, seized the child and leaped with her to safety as the car roared directly across the spot where the girl had been standing. By his prompt and courageous action, Edwards risked his life to save that of another.

★ Fox, James E., Photographer's Mate 3rd Class, USN, posthumously, for service with Underwater Demolition Team 22 at U. S. Naval Amphibious Base, Little Creek, Va., on 24 Jun 1964. Volunteering to be the first man picked up from the water using a fixed-wing aircraft aerial recovery system, Fox encountered no difficulties during the lifting from the water. After the initial pickup, however, a series of unforeseen events developed which resulted in Fox falling 700 feet to his death in the Chesapeake Bay. The hard lessons learned from this fatal accident enabled the Navy and other services utilizing the system to improve significantly the recovery technique and make the entire evolution far safer.

★ Garrahan, Richard, Machinery Repairman 1st Class, USN, and Taylor, James R., boatswain's mate first class, USN, in an effort to rescue two divers trapped by a flash fire in a decompression chamber at the U. S. Navy Experimental Diving Unit on 16 Feb 1965. Volunteering to attempt the rescue, Garrahan and Taylor entered an adjoining chamber and made their way through the intense heat of the fire. They succumbed to smoke inhalation and fell unconscious themselves. They were removed when the chamber in which they were trapped could be brought back to surface pressure. By their courage and selfless efforts in trying to save the lives of others at the risk of their own, Garrahan and Taylor upheld the highest traditions of the U. S. Naval Service.

★ Gorman, Benjamin H., Electronics Technician 1st Class, USN, while serving with Oceanographic Detachment Three aboard USNS *Michelson* (T-AGS-23) on the evening of 13 Jan 1965. Sighting survivors afloat among the debris of the sunken forward section of ss *Grand* in Pacific waters, Gorman climbed over the side of his sharply rolling ship on two occasions to secure lifelines to the exhausted and helpless men in the cold, turbulent water. Through his prompt and courageous actions, he succeeded in saving two lives. After the arrival of Air Rescue Service aircraft at the site of the sinking, Gorman spent the entire night directing their activities by voice radio, which resulted in several rescues by other ships in the vicinity.

★ Meier, Gene N., personnelman first class, USN, for attempting to rescue an occupant of a car that had plunged into a lake at Little Creek, Norfolk, Va., on the morning of 16 Jan 1965. Upon observing that a car had skidded off the highway and into the water, Meier stopped his own car, entered the icy water and swam to the spot where another rescuer was attempting to save one of the occupants of the car, who apparently could not swim. When the struggling victim slipped from the grasp of the two men and disappeared beneath the surface of the water, Meier made several attempts to locate him but was unable to do so.

★ Mizen, Robert C., boatswain's mate second class, USN, while serving aboard USS *Keppler* (DD 765) at the Boston Naval Shipyard, Boston, Mass., on the morning of 3 Feb 1965. Learning that a shipmate was trapped in a compartment filled with carbon dioxide, Mizen, fully aware of the extreme danger involved, unhesitatingly entered the compartment by the only means of access, a narrow trunk, and rescued the man.

★ Morales, Frank W., gunner's mate third class, USN, while serving at Shore Patrol Headquarters, San Diego, Calif., on 8 Apr 1965, in response to a request by the San Diego Police Department for Shore Patrol assistance. A gunman had shot and killed one of the employees in a store, and was still in the building engaged in a gunfight with police. After several hours of gunfire, use of tear gas and other police methods had failed to dislodge the gunman from his position, Morales volunteered to throw concussion grenades into the building. At the risk of his life, Morales approached the store and hurled a grenade into the first-floor entrance, followed by another grenade into the upstairs portion of the building. After the explosion of the second grenade, police were able to gain access to the second floor and apprehend the gunman. Morales' actions in the face of grave personal risk prevented further bloodshed and loss of life.

★ Penhall, John W., gunner's mate third class, USN, while serving aboard USS *Sproston* (DD 577) at Pearl Harbor, Hawaii, on the afternoon of 29 Sep 1964. The motor of an MK 108 rocket accidentally ignited and engulfed the rocket magazine of *Sproston* in smoke and flames. Penhall, though seriously burned on the upper part of his body, immediately went to the assistance of his unconscious companion, revived him and helped him up a ladder to safety before leaving the magazine himself. His prompt action saved the life of a shipmate at the risk of his own.

★ Whitehurst, Frederic W., seaman recruit, USNR, for attempting to rescue two men from a car that had plunged into a lake at Little Creek, Norfolk, Va., on the morning of 16 Jan 1965. Upon observing that a car had skidded off the highway and into the water, Whitehurst leaped from his own car and jumped into the icy water. After being assured that the driver of the vehicle could reach shore without assistance, Whitehurst attempted to rescue the passenger. With the aid of another rescuer, he tried to bring the drowning man to shore, but the man slipped from his grasp and disappeared beneath the surface of the water.

"For heroic or meritorious achievement or service during military operations . . ."

★ Gernert, Harold F., Commander, USN, as Commanding Officer, Attack Squadron 152, from 29 Apr 1964 to 12 Sep 1964. Upon arrival at Bien Hoa Air Base, Republic of Vietnam, CDR Gernert adapted his squadron to perform a training mission to transition Vietnamese Air Force pilots and maintenance personnel from T-28 to A1H fighter aircraft. This training was accomplished while flying from an insecure airfield with constant exposure to hostile ground fire, and consisted of actual strike missions against enemy forces. He made a significant contribution to the combat effectiveness of the Vietnamese Air Force in the face of extremely adverse conditions. The combat Distinguishing Device is authorized.

The Right Man in the Right Place at the Right Time

Navyman John W. Coyne finished up his work aboard the command ship USS *Northampton* (CC 1) on a hot Friday late this summer, and decided to go swimming. He took a bus to the beach, a 15-minute ride from the Norfolk Naval Base, at the mouth of Chesapeake Bay.

The beach was crowded until heavy black clouds began to build up, then most of the bathers drifted away. A brief summer storm followed. After the sky had cleared, John Coyne was back.

"I was lying on the sand looking straight up," he said. "The only other people around were four youngsters who were playing in the water near a fishing pier just down the beach. All of a sudden I heard shouts for help. I ran to the edge of the water and saw the kids struggling about 150 yards out.

"I started swimming as fast as I could, but by the time I got to the first three, they had managed to get to the pilings of the pier. I asked them if they were all right. They said yes. The fourth boy was

LIFE SAVER—Aerographer seaman John W. Coyne, USN, of USS *Northampton* rescued drowning boy.

another hundred feet out. I asked them if he was in trouble. They said yes, so I started swimming again.

"When I got to the place where he had been, the water was smooth—not even any bubbles. I dove with my eyes open and saw him about four feet down, drifting on his back with his hands stretched out behind him. I grabbed him by one arm and pulled up with all the strength I had. Then I held tight and started swimming back. I don't remember how long it took, but I got him onto the beach. His mouth and the hollows of his eyes were bright blue.

"I started to give him artificial respiration, but then a lifeguard with a group of men arrived from the lifeguard station about a quarter of a mile down the beach. They took over and I just lay on the sand without the strength to move my toes."

Coyne, an aerographer seaman, was officially commended by the fire chief of the city of Norfolk, who wrote: "Seaman Coyne of the USS *Northampton*, without thinking of his own safety, swam to the aid of Gregory Gross, age 10 years, who at the time was unconscious, brought him to shore and administered first aid until the arrival of the fire division."

Later, Coyne was commended by his commanding officer, Captain E. A. Hemley, in an all hands ceremony aboard *Northampton*.

Heli Padre

"Heli Padre" is the name given to to an ex-Navy corpsman-turned-chaplain, who serves with the Marines in Vietnam. He has flown more than 150 helicopter missions in the jungle war, administering first aid and church rites alike to American and Vietnamese troops.

Whenever possible, Lieutenant Commander Hugh F. Lecky, CHC, USN, accompanies the troops on airborne assault strikes or medical evacuation missions, in Marine Aircraft Group 16's helicopters. Besides his chaplain's kit, Chaplain Lecky always carries first aid materials.

Once when he lifted a refugee child from the arms of a Vietnamese "civilian," he unsuspectingly exposed two grenades which were also cradled in the person's arms. Snatching the child into his helicopter, Chaplain Lecky instinctively pushed the disguised Viet Cong guerilla away.

In another instance, the Heli Padre landed at Ba Gia, a scene of bitter fighting, the day after guerillas had overrun the outpost. After administering last rites to a helicopter pilot who crashed there, the chaplain turned to administering emergency first aid to the wounded. When, shortly afterwards, he was wounded by mortar shrapnel, he paused only long enough to dress his leg, then continued first aid treatment to others in the area.

The 34-year-old Protestant chaplain has been in tight spots before. Four years ago he was awarded the Navy Commendation Medal for helping to evacuate sailors from an exploding Chinese tanker.

Pacific Barrier Closes

The Pacific Barrier has been closed.

Although the last 2800-mile flight between Midway and the Aleutians was flown on 30 April, the Barrier commands—comprised of Commander Barrier Forces Pacific, Airborne Early Warning Squadron Pacific (the Navy's largest squadron) and the barrier patrol ships—remained in existence until June to transfer personnel, records, aircraft and equipment.

The mission of the Pacific Barrier was to warn the North American continent of approaching enemy bombers. Unidentified aircraft penetrating the barrier were promptly reported to the control center at Barrier Forces headquarters at Barber's Point, Hawaii, and, if not subsequently identified, the report was relayed to the North American Defense Command in Colorado.

The decision to disestablish the Pacific Barrier was made by the Secretary of Defense in view of the declining nature of the manned-bomber threat, and in the light of recent technological advances. The Defense Department estimates a savings of close to $69 million a year.

From its commissioning in July 1958, 20,265 flights were recorded by Barrier crews—giving them a total of over 5.7 million flight man-hours. Their planes flew some 58 million nautical miles, the equivalent of 2237 flights around the world or 121 round trips to the moon. The planes were aloft nearly a quarter of a million hours.

Not once during this time was an operational barrier plane lost at sea.

The long flight hours by barrier aircraft and continuous steaming by destroyer escort radar picket ships was a demanding, dedicated effort.

Heroes in the

The following poem was written for publication in ALL [illegible] on unusual—and informative—excursion into naval histo[illegible] used some poetic license, by altering a few of the q[illegible] poem's meter scon. It's very authentic, however. In met[illegible] Britain's Henry Newbolt. You'll be seeing more of Jou[illegible]

Truxtun, Jones, Decotur, Barry—
Hoil to the brave and bold!
Preble, Hull, Macdonough, Perry—
First of the Blue-and-Gold.
Captains, sailors, warriors all,
Drink to their names undying!
Navymen, with pride recoll,
They kept Old Glory flying.

Bainbridge, Blakely, Warrington—
Our freedom was their stake;
Forragut, Winslow, Porter's son—
They soiled for Union's sake.
When Maury set the course aright
And Mahan showed the woy,
Our Navy won on empire bright
With Dewey, Evans, Schley.

★ ★ ★

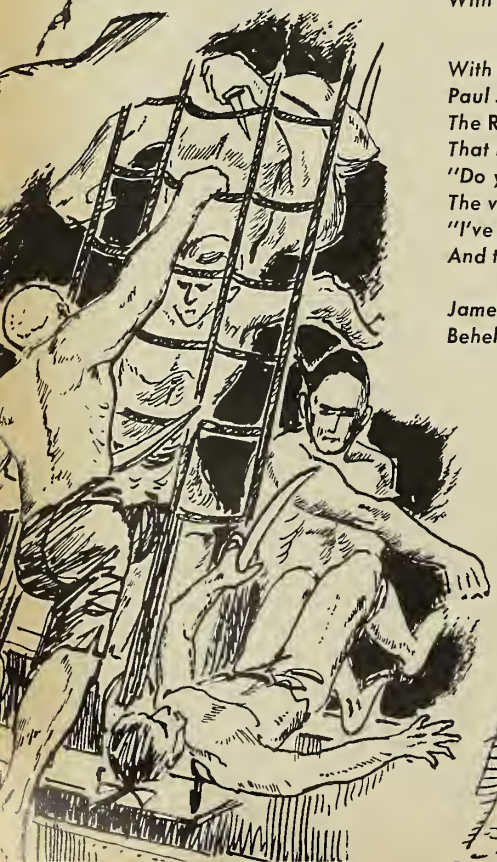
With jealous friends and hardy foes,
Paul Jones was good as deod;
The Richord reeled from murd'rous blows
That night off Flomborough Heod.
"Do you surrender?" Pearson hoiled,
The vessels in death-grip;
"I've not begun to fight!" Jones roiled,
And took the British ship!

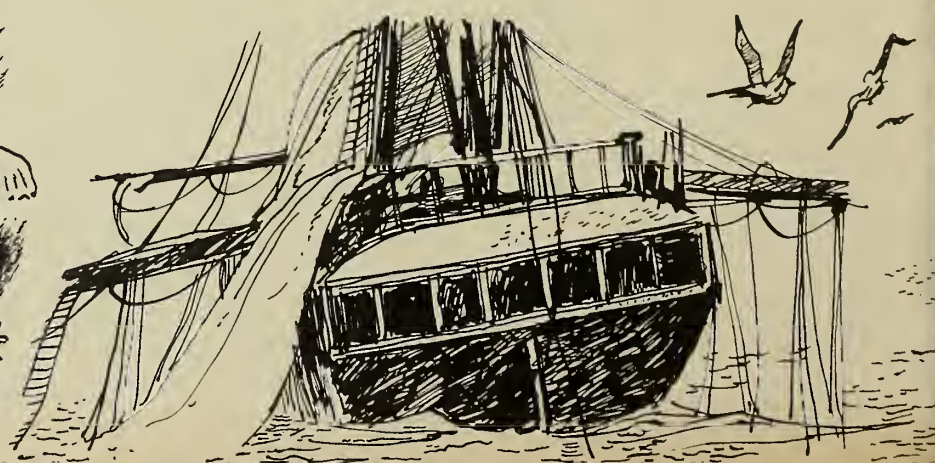
James Dacres of the Guerriere
Beheld an easy prey:
"A Yankee frigate looms out there;
We'll give the rascal ploy!"
"Now hull her, boys!" stout Isaac cried;
'Old Ironsides' volleyed thunder;
Dismasted, rolling on the tide,
The Briton knuckled under.

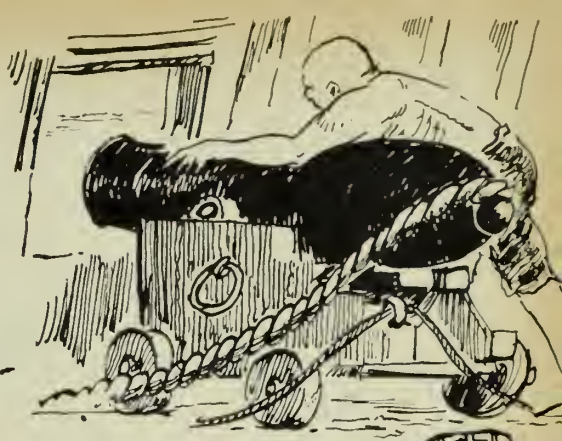
James Lawrence trod the quarterdeck
When Chesapeake fought Shannon;
The Yankee ship became a wreck
As cannon answered cannon.
The British boarders, led by Broke,
Made scuppers run blood-red,
But, as he died, brave Lawrence spoke:
"Don't give up the ship!" he said.

On Portland's shore, the men and boys
Heard thunder o'er the tide;
Broadsides bellowed feorsome noise
As both the captains died.
The Enterprise prevoiled at length,
The Boxer for her booty,
And Burrows gasped, with dying strength,
"Thank God, I've done my duty!"

"Now mon the oors!" cried Perry,
With his flogship blown to hell;
The British cursed their quarry
As his boot dodged shot and shell!







Naval Tradition

...S Magazine by Richard Meckel, JO2, USNR. It pravides ...though the author abserves that in some cases he has ...ions af the naval heroes slightly in arder ta make the ... paem fallaws the style af another nautical paem, by ... Meckel's wark in a future issue.

With braadsides' roar, Niagara smate—
The splinters flew in showers!
"We have met the enemy," Perry wrote,
"And the Britishers are ours."

Brave Tom Macdonough anchored fast
His ships in Plattsburg Bay;
George Downie's fleet came up at last,
That bright September day.
Though struck by falling spars, Tom cried,
"Haul Saratoga 'round'!"
His flagship fired a fresh broadside
And British hopes were drown'd.

From Cherbourg Harbor bravely steamed
Semmes' raider Alabama,
While cheering Frenchmen shareward streamed
Ta watch the gallant drama.
The Kearsarge met this challenge bold,
And Winslow cried, "We've gat 'em!"
As shells rained dawn, the raider ralled,
And plunged to channel's bottam.

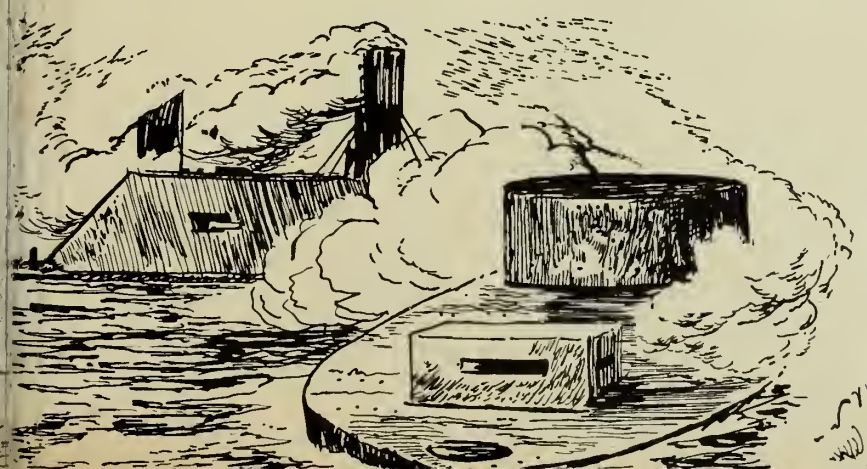
Fart Margan belched a flaming breath,
That searing August day,
As Farragut ran the Straits af Death
Ta enter Mabile Bay.
The Braaklyn's men a mine-field spied,
And yelled a warning dread;
"Damn the torpedaes!" Farragut cried,
Then called, "Full speed ahead!"

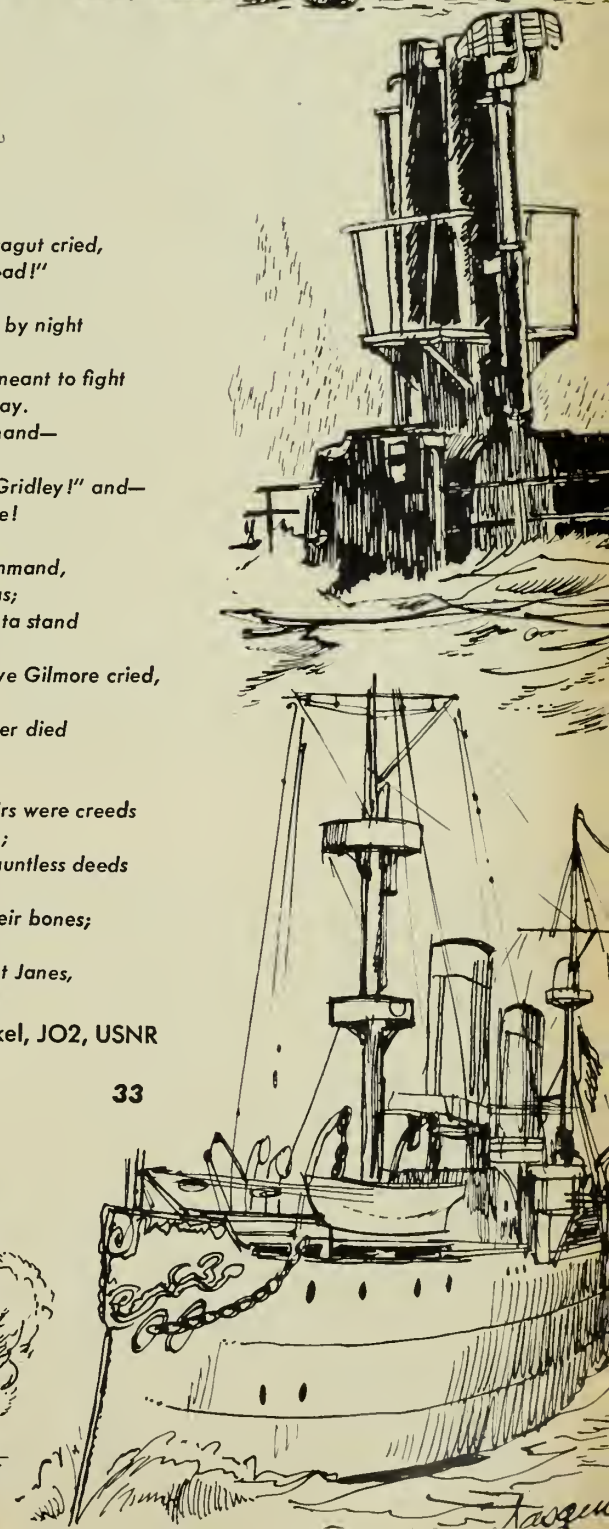
The Spanish warships lurked by night
Within Manila Bay,
Where Commadore Dewey meant to fight
When dawned the First of May.
Olympia's captain stood at hand—
The battle had begun;
"You may fire when ready, Gridley!" and—
The Spaniards' rule was dane!

With Howard Gilmare in cammand,
The Grawler prawled the seas;
The surfaced sub was farced ta stand
Against the Japanese.
Then, "Take her dawn!" brave Gilmore cried,
As Grawler's peril grew,
And there on deck, the skipper died
To save his boat and crew.

Captains, Cammadares—Theirs were creeds
Which set aur standards high;
Their deathless words and dauntless deeds
Still bid us dare ar die.
Honar and fame enshraud their bones;
Their legacies pass ta thee:
Hail ta the heirs af the gallant Janes,
And the Farraguts yet to be!

—Richard Meckel, JO2, USNR





SEWED UP—Carrierman from *USS Shangri La* (CVA 38) sews 'E' on uniform.

Below: CO and XO of *USS Ticonderoga* (CVA 14) paint Battle Efficiency 'E'.

WE WON AN 'E'—

Get the

THE WINNING OF a battle efficiency "E" is a festive occasion. For a few days the Old Man is an Easy Touch and the light is green for special requests. Short but impressive speeches are made on fantails and commendations go to deserving members of the crew. Someone paints (with a dry, clean brush) the E on the bridge while the skipper, exec and half the crew look over his shoulder (everyone is in dress uniform, for the photographer).

"E" commands make a big thing of it. They should. They earn it. (See "How to Earn the 'E' Award," All Hands, July 1965.)

This year's winners include:

Cruiser Destroyer Force, Atlantic

- Boston (CAG 1)
- W. L. Lind (DD 703)
- J. C. Owens (DD 776)
- Semmes (DDG 18)
- Goodrich (DDR 831)
- Forrest Sherman (DD 931)
- R. E. Kraus (DD 849)
- Ault (DD 698)
- Forrest Royal (DD 872)
- R. E. Byrd (DDG 23)
- Norris (DD 859)
- DuPont (DD 941)
- Barry (DD 933)
- Conyngham (DDG 17)
- Mullinnix (DD 944)
- Laffey (DD 724)
- Cromwell (DE 1014)
- J. K. Taussig (DE 1030)
- T. J. Gary (DER 326)
- Perry (DD 844)
- Brownson (DD 868)
- Yellowstone (AD 27)
- Arcadia (AD 23)
- Willard Keith (DD 775)

Submarine Force, Atlantic Fleet

- Tusk (SS 426)

Mine Force Atlantic Fleet

- Meadowlark (MSC 196)
- Detector (MSO 429)
- Sturdy (MSO 494)
- Exploit (MSO 440)
- Vital (MSO 474)
- Fidelity (MSO 443)
- Aggressive (MSO 422)
- Sagacity (MSO 469)
- Salute (MSO 470)
- MSB 26
- MSB 8
- Orleans Parish (MCS 6)
- Pandemus (ARL 18)
- Nahant (AN 83)

Naval Air Force, Atlantic Fleet

- Air Antisubmarine Squadron 22
- Helicopter Antisubmarine Squadron Three

Skipper a Paint Brush

Patral Squadran 23
Patral Squadran 44
Patral Squadran 16
Shangri La (CVA 38)
Attack Squadron 176

Amphibious Forces, Pacific Fleet
Maunt McKinley (AGC 7)
Summit Caunty (LST 1146)
Vernan Caunty (LST 1161)
Page Caunty (LST 1076)
Alama (LSD 33)

Submarine Force, Pacific Fleet
Swordfish (SSN 579)
Blackfin (SS 322)
Sea Fax (SS 402)
Scamp (SSN 588)
Chanticleer (ASR 7)
Medregal (SS 480)
Blueback (SS 581)
Segunda (SS 398)
Caiman (SS 323)
Redfish (AGSS 395)
Volador (SS 490)
Greenfish (SS 351)
Tang (SS 563)

Cruiser Destroyer Force, Pacific
Galdsboraugh (DDG 20)
Tapeka (CLG 8)
Ernest G. Small (DDR 838)

Naval Air Force, Pacific
Air Antisubmarine Squadran 29
Helicapter Antisubmarine Squadran 6
Ticanderaga (CVA 14)
Hornet (CVS 12)
Pine Island (AV 12)
Fighter Squadran 92
Fighter Squadran 194
Attack Squadran 55
Attack Squadran 25
Heavy Attack Squadran 8
Patral Squadran 1
Patral Squadran 22
Patral Squadron 47

Mine Force, Pacific
Engage (MSO 433)
MSL 21
Persistent (MSO 491)

Service Force, Pacific
Regulus (AF 57)
Elkharn (AOG 7)
Mt. Katmai (AE 16)
Lipan (ATF 85)
Chipola (AO 63)
Ajax (AR 6)
Kennebec (AO 36)
Chowanoc (ATF 100)
Maury (AGS 16)
Grasp (ARS 24)

Amphibious Force Atlantic
Mauntrail (APA 213)
Graham Caunty (LST 1176)
Casa Grande (LSD 13)

Amphibious Force Atlantic Cont.
Manravia (APA 31)
Rankin (AKA 103)
Hermitage (LSD 34)
LCU 1490
Krishna (ARL 38)

Talbat Caunty (LST 1153)

The above is a partial listing of this year's "E" winners. ALL HANDS will print the names of other winners when announcements are received from fleet commanders.

Jon Franklin, JO1, USN

E DOES IT—VADM B. F. Roeder, Commander PhibPac, pins 'E' on *Mount McKinley* sailor.

FINAL TOUCH is given big 'E' painted on bridge bulwark of *USS Boston*.

TODAY'S NAVY

DOWN THE MISSISSIPPI—*USS Brumby* (DE 1044) eases into Mississippi as she leaves construction site and heads for Charleston, S. C., for commissioning.

New Lab for NRL

Scientists at the Naval Research Laboratory are going to be aided in their search for improvements to an ever-changing Navy by expanded facilities. Many of them will now be wracking their brains in the facility's new, ultramodern lab building. It provides floor space equal to three football fields.

Among other features, the four-floor lab has modular walls which can be moved to accommodate special space demands. Each room is equipped with hot, cold and chilled water, vacuum and compressed air outlets, natural gas, and electrical power at various voltage and current levels. The building was completed this summer.

The lab is 344 feet long and 106 feet wide and has a one-story penthouse on the river end 50 feet above ground level. Three floors are devoted to laboratory and office space, while the fourth will contain electrical and mechanical equipment.

The concrete and glass structure is the first completed building in the Naval Research Lab's long-range development and rehabilitation program. NRL scientists have been working in buildings which date back to World War II.

Work is now progressing on a $5,000,000 sector-focusing cyclotron being built for NRL on the southern tip of Bolling Air Force Base in Washington, D. C. Bolling is adjacent to NRL.

Other projects in the program include six more laboratory buildings; housing for technical services and research in acoustics, oceanography, metals and ceramics; a mathematics center; an administration building; and a library-auditorium-cafeteria combination.

During the course of the expansion program, more than two dozen buildings will be demolished to make way for the new structures, but three of the first four major buildings used when NRL opened up in 1923 will be left standing and will continue in use.

New Construction

The escort ship uss *Brumby* (DE 1044) was commissioned at Charleston, S. C., to become one of the Navy's newest ships. Shortly after commissioning, the new ship headed for her home port of Newport, R. I.

Constructed at Westwego, La., *Brumby's* keel was laid 1 Aug 1963, and she was launched 6 Jun 1964.

As the fourth ship of the *Garcia* (DE 1040) class, *Brumby* is 415 feet long, 45 feet wide and displaces 3400 tons. She has bow-mounted long range sonar and variable depth sonar, and she is armed with antisubmarine rockets (*Asroc*), drone antisubmarine helicopter (*Dash*), antisubmarine torpedo launchers and two 5-inch single-mount guns.

Elsewhere in the construction scene, the amphibious assault ship *Tripoli* (LPH 10) was launched at Pascagoula, Miss.

She is the second ship to bear the name of the historic U. S. Marine engagement of 1805. The first *Tripoli*, an escort carrier, was commissioned in 1943 and stricken from the Navy Register in 1959.

Authorized under the Fiscal Year 1963 shipbuilding program, *Tripoli's* keel was laid on 15 Jun 1964. She is 592 feet long, has a beam of 84 feet and a full-load displacement of 18,000 tons.

The escort ship *Koelsch* (DE 1049) was launched at Bay City, Mich.

The ship is named for Lieutenant (jg) John Koelsch. He was pilot of a helicopter which crashed during a rescue mission in North Korea in July 1951. For nine days he led his men through enemy territory before they were captured. He died in October 1951 while a prisoner of

BUILDERS OF THE NAVY

When William S. Sims was only a lieutenant at the turn of the century, he was well aware that the Navy's gunnery could be improved. He knew that only 120 hits were scored at Santiago, Cuba, from 9000 projectiles fired. The United States victory over Spain, however, obscured the shortcomings of American gunnery and Sims found himself ignored. Nevertheless, as a result of later suggestions, he was appointed, in 1903, as inspector of target practice. Due, in part, to his ideas, the United States Navy was among the world's leaders in gunnery when Sims left the Target Practice Office in 1909.

war and was posthumously awarded the Medal of Honor.

Koelsch, designed primarily for antisubmarine warfare, is equipped with *Dash*, *Asroc* and antisubmarine torpedo launchers. In addition she will have two 5-inch/38 caliber mounts, one forward and one aft. She is 414 feet long, has a beam of 44 feet and a standard displacement of 3400 tons.

At Camden, N. J., the fast combat support ship *Camden* (AOE 2) was launched. As an AOE, she combines the capabilities of a tanker, ammunition and supply ship.

Camden displaces 53,000 tons, is 793 feet long and has a beam of 107 feet. Her top speed will be more than 25 knots.

PatRon Nine Comes Home

The Navy's Patrol Squadron Nine returned home this summer after a lengthy deployment in the Far East. It was a long haul and its men were glad to be back with their families.

The squadron had moved from NAS Alameda to NAS Moffett Field in January 1964 to make the transition from the Navy's SP2H *Neptune* to the P3A *Orion*. After the squadron became operational, it spread its wings and, leaving Moffett Field, was in Okinawa 18 flight hours and one fuel stop later. Within three days, VP-9 had relieved VP-6 on the line.

Patrol Squadron Nine flew with the Seventh Fleet supporting its operations in the Far East. When 1965 rolled around, the squadron began providing ASW coverage for the Fleet operating in the South China Sea, and its base of operations was moved to Sangley Point, P. I. While at Sangley, the squadron averaged more than 1300 flight hours per month. In March, flight hours soared to 1643.

In June, VP-9 relinquished its duties to VP-22 which had arrived at Sangley Point in April.

It Came Out of the Sea

At first, the new utility landing craft didn't appear different from the many others at U. S. Naval Amphibious Base, Little Creek, Va.

But a closer inspection, when the craft had been lifted clear of the water, revealed no drive shaft, propellers—at least not the kind you'd expect—or rudders.

LCU 1625 has a twin cycloidal propeller system driven by twin banked diesel engines. It moves no faster than conventional LCUs. But what interests the Navy is the craft's maneuverability.

The knife-like blades of the cycloid propellers are mounted on two circular plates in the rear underside of the craft. When the plates revolve, the blades also revolve. The pitch of the blades can be changed by pivoting them from side to side. When the pitch is right, and the plates are moving fast enough, a thrust is built up.

By changing the pitch of the blades, thrust can be exerted in any direction. To aid this maneuverability, each propeller can be operated independently; hence, the LCU needs no rudders. It is capable of making a 180-degree turn in a distance just over its own length, can make extremely quick stops and can execute a broadside movement when approaching a pier.

Assault Craft Unit Two accepted delivery of *LCU* 1625 in July.

It is already a part of the Atlantic Fleet Amphibious Force, but like all new equipment, it will have to go through the trial period before it is completely accepted as a working reality. —Pete Lambousy, J02, USN

V/STOL Takes Off Again

Powered by four T-64 turboshaft engines, an aircraft at Edwards Air Force Base, Calif., took off like a helicopter. Then the wing was shifted to a horizontal position for conventional flight. Later, the plane also demonstrated how, by putting its wing at a 35-degree angle, it could take off using only 150 feet of runway.

The airplane was, of course, the new tri-service Vertical/Short Takeoff and Landing (V/STOL) XC-142A. And since the plane is tri-service, an Air Force major was the pilot while an Army major and a Navy lieutenant alternated as co-pilots.

This aircraft needs only a 350-foot square court from which to operate. With a watertight seaplane hull, it can be developed into an antisubmarine warfare plane.

For the next one and one-half years, this plane will undergo tests to determine its many possibilities. The aircraft will drop military cargo and equipment and operate from aircraft carriers, to name but two jobs for which the XC-142A is slated.

Twelve pilots from the three services will put this plane and three others like it through the paces. However, the other three V/STOL aircraft will not be assigned to Edwards AFB until later this year.

GOOD START—FBM sub George *Washington* Carver (SSBN 656) goes down ways at launching ceremony.

USS George Clymer (APA 27), 23-year-old attack transport, passes Ballast Point on way to sea from San Diego harbor. Ship can carry up to 1500 troops.

STRONG SENIOR—Senior singles champ Candland delivers return. *Rt:* Fedigan takes hat off to opponent in All-Navy.

Navy's Top Racqueteers and

IF MARATHON TENNIS playing is a sign of championship caliber, the right man is the 1965 All-Navy Singles Champion. And the man he beat for the title is rightfully the runner-up.

In the semifinal round, it took Lieutenant Tom Haney, DC, SoLant, five hours and five minutes to upset tournament favorite Howard Johnson, YN3, PacCoast. Their marathon match seesawed through the full five sets before it was decided with scores of 6-4, 3-6, 12-10, 5-7, 7-5; they played a total of 65 games.

Johnson was a semifinalist in 1964 and a member of the Navy's Interservice squads since 1963.

Lieutenant (jg) Marty Fedigan, SoLant, also had difficulties in the semifinal round. His match with Lieutenant Bob Castle, PacCoast, turned out to be another time-consuming battle. Their five sets lasted four hours and 10 minutes.

Fedigan took an edge in the first two sets, 6-4, 9-7. Then Castle made a hard-fought comeback, winning the next two sets, 6-3, 7-5, to even the score. In the final set, Fedigan eked out a 6-4 win to gain a berth in the finals.

The extended singles matches forced the postponement of the open doubles semifinals until the following day. That move left Haney, Castle, Fedigan and Johnson involved in a number of matches the next day—but they weren't marathons.

The open singles final was anticlimactic, as SoLant teammates Haney and Fedigan had it all to themselves. Fedigan, who played for WestPac in last year's All-Navy, offered his full resistance, but Haney won the match and the title in straight sets, 7-5, 6-4, 6-0.

Singles losers Johnson and Castle paired up to win the open doubles crown, giving PacCoast its only title in this year's tournament.

Getting off to a slow start in the semifinals, they lost a set to Tom Haney and Ensign Dave Brooks, 6-2, then won the match in straight sets by scores of 6-1, 6-4, 6-4.

That slow start was repeated in the finals match with Fedigan and Marine 2nd Lieutenant George O'Connell, but again the PacCoast pair won in four sets, 4-6, 6-3, 6-4, 9-7.

The Castle-Johnson duo lost only

EASTERN team of Cozad, Farrington, Busby, Newland *(l-to-r)* won All-Navy.

JUMPER—Janet Newland jumps for return in All-Navy.

NATIONAL pistol champ Don Hamilton poses with trophy.

Sharpshooter

two sets on their way to the doubles championship.

Senior singles incumbent and 10-time Navy tennis champ Jack Candland, AQCM, SoLant, successfully defended his title by downing CAPT Bill Foulkes, NorLant, 6-4, 6-2.

Candland, always in good form, won all three of his All-Navy matches in straight sets.

Calvin Karrh, JOC, paired with Candland in the senior doubles division to give SoLant another tennis title. Foulkes and CDR Stan Potts were smothered, 6-1, 6-1 in the final match.

In the final tally, SoLant won three titles, and PacCoast had one. The East Side girls won a clean sweep in women's All-Navy tennis.

(Women's All-Navy tennis, unlike men's, has only two teams competing—East and West. The women play through district championships, then play in either the East or West regional to determine who goes to the All-Navy.)

Perennial favorite Jean Farrington, YNC, East, won an unprecedented fifth straight women's singles title. She used only six sets in her three matches.

Runner-up Pat Busby, SN, West, lost the first set of the final match, 6-3, but gave Farrington a hard battle in the second and final set, before losing by a 9-7 score.

On the following day, Farrington paired with Margaret Cozad, PN1, whom she had defeated in the singles semifinals, to win the doubles championship. The pair finished off Pat Busby and Janet Newland in straight sets, 6-3, 6-1.

Busby, playing with a new partner this year, was part of the 1964 champion doubles team.

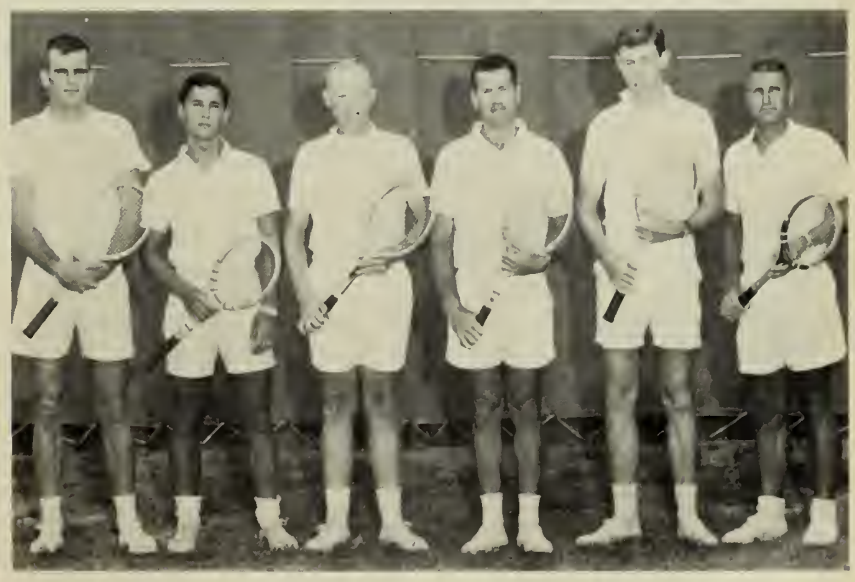
At the end of the All-Navy tournament, officials selected the following men to represent the Navy at the Interservice Tennis Championships: Foulkes, Candland and Karrh, senior division; and Haney, Castle, O'Connell and Johnson, open division.

Interservice Results

Navy's senior division tennis players came out of the 1965 Interservice Championships with a sweep of both titles, but the younger generation didn't fare so well, as Army took both open division titles.

Jack Candland, AQCM, defeated Army LtCol Philip Hardie, 6-1, 6-3 to win the senior singles championship. Candland got through the In-

SOLANT's champions were *(l-to-r)* O'Connell, Brooks, Karrh, Haney, Fedigan, Candland. The six took three of four championships and two second places.



NAPLES ALL-STARS pose with big smiles and trophies they won in 1965 Naval Forces Europe Softball Championship.

terservice meet in the same fashion as he won the All-Navy title—without losing a single set.

Hardie had beaten Navy's other senior singles entry, CAPT Bill Foulkes, in the semifinal round.

Candland then paired with Foulkes to win the senior doubles crown by defeating the Army team of Hardie and Dennis, 6-3, 8-6, 6-4.

In open competition, none of the Navy entries got past the first round of play, as Army Specialist 4/c Rudy Hernando breezed through the singles competition and paired with PFC Harrison to win the doubles title. —Kelly Gilbert, JO2, USN

Hamilton Hot As a Pistol

The first Navyman to win the National Pistol Championship in its 63-year history is Donald Hamilton, ADR1, USNR, of Naval Air Reserve Training Unit, Washington, D. C.

Hamilton shot a total aggregate score of 2649-133x in winning the Camp Perry, Ohio, meet. He defeated more than 2200 other pistol shooters, both military and civilian, in the three-day competition.

In compiling his winning score, Hamilton shot his way to second place finishes in all three aggregate divisions. He scored 888-46x in the .22-caliber aggregate, 879-44x in the .45-caliber aggregate and 882-43x in center fire aggregate.

But the second place scores were good enough for first place in the over-all tally.

Second place was taken by Army Sergeant First Class William B. Blankenship, who had a string of five consecutive wins in the event, and was favored in this year's shooting. Hamilton also beat Blankenship for the International Pistol Championship earlier this year.

Hamilton also won two other titles —the .22-caliber timed fire and rapid fire events.

Naples Is NAVEUR Champ

The Naples Navy All-Stars edged out a strong USS *Holland* (AS 32) team, 4-3, in an extra-inning play-off game to win the 1965 Naval Forces Europe Softball Championship on home ground.

It was the second consecutive title for the All-Stars, and their third in four years.

Holland had beaten the Naples team, 2-1, in their first meeting of the tournament. This forced the play-off when Naples won its next three outings.

The final game climaxed an eight-day series in which eight other Navy teams participated. They were: Morocco; Rota, Spain; USS *Tidewater* (AD 31); Bremerhaven, Germany; Karamursel, Turkey; Mildenhall, England; Londonderry, Ireland; and USS *Sylvania* (AFS 2).

During an awards presentation ceremony, *Holland* shortstop Stackhouse was named Most Valuable Player of the tournament, Naples pitcher Bob Hess was given the Outstanding Pitcher award and both were named to the All-Tournament squad.

USS *Tidewater* received the Team Sportsmanship Award.

OARSMEN from *Springfield* (CLG 7) practice for Villefranche regatta race.

Currituck Gets the Turtle

Tennis has a Davis Cup, hockey has a Stanley Cup and the Navymen from USS *Currituck* (AV 7) have a Turtle Trophy.

It all started during an informal visit by some *Currituck* officers to the governor of a small Vietnamese island. He suggested that the Navymen meet a garrison of Republic of Vietnam soldiers in athletic competition. Soccer and volleyball were agreed upon as the sports to be played.

The following weekend a caravan of *Currituck* sailors were met by ARVN trucks and driven to the village. After the teams were presented to the governor, the soccer match got underway.

Most of the game was played in

Currituck's half of the field. At halftime, the most overworked man on the team was the *Currituck* goalie. Halftime score: ARVN 3, *Currituck* 1.

The second half was almost a repeat of the first, as the Vietnamese scored a 5-1 victory.

A trophy presentation was held, and the Vietnamese were given an 18-inch preserved turtle shell. The captain of the Vietnamese team accepted it, then presented it to the Americans as a gesture of friendship.

Next came the volleyball game, where the *Currituck* men had a decided advantage—height. They averaged well over six feet, the tallest man being 6'7".

The Vietnamese were quite a bit shorter—when they were on the ground. In a long display of teamwork and agility, the Vietnamese again scored a victory, two games to one.

At the end of the day, the sailors from *Currituck* had the trophy, and the Vietnamese soldiers had the victories. They all had fun.

Cruiser Rowers' Second Chance

How many times have you heard the expression, "If I had it to do over again . . . ."?

A five-man rowing team from USS *Springfield* (CLG 7) got that chance—and made the best of it. It happened like this:

Springfield sent a shell rowing team to compete in a regatta in Villefranche, the ship's home port. Competition in the contest included teams from Monte Carlo, Nice and, of course, Villefranche.

During the official race for the cup, *Springfield's* shell had a rudder failure and veered off course. The team finished third.

When informed of the difficulty, the Nice club suggested a rerun of the race. This time the Navymen won by half a length.

After the race the teams gathered at the awards stand. In the presentation ceremonies, the cruiser crew was awarded the third place pennant it had taken in the official run, and each member of the team was given a small gold medal.

The winning Monte Carlo club then presented the first place race cup to the *Springfield* oarsmen in a gesture of sportsmanship, and invited them to participate in the next rowing event of the season.

How could they refuse?

FROM THE SIDELINES

MOST ATHLETES have their favorite piece of gear, be it a baseball glove, putter, racquet, or what have you. But Lew Deveraux, ATN3, of Patrol Squadron One, didn't even have the benefit of his own equipment when he competed in the 1965 Hawaii AAU Javelin Championships—added to the fact that he hadn't competed in a sanctioned event in two years.

Deveraux was able to check out a pair of football shoes—not in the best track and field style, but they'd do—from NAS Barber's Point Special Services Office. A javelin was obtained from the University of Hawaii Athletic Department.

Off he went to the track, where he threw the spear 211'2" in his best effort, and beat his nearest competitor by nearly 20 feet.

Later, when Devereaux made the rounds to return the borrowed gear, he kept one item for himself—the trophy. Borrowed gear or not, he had the one thing he couldn't borrow for the meet—talent.

★ ★ ★

Another Navy track and field man of note is Lieutenant (jg) William E. Ransom, of Naval Air Transport Wing, Pacific (MATS). He specializes in the decathlon and pentathlon events, which are fair tests of any man's strength and stamina.

The decathlon consists of the 100-meter run, 110-meter hurdles, 400-meter run, 1500-meter run, broad jump, discus, high jump, pole vault, javelin and shot put.

Ransom's most recent accomplishment is a sixth place finish in the NAAU Decathlon Championships at Bakersfield, Calif. He competed with 19 others from colleges and universities, athletic clubs and the military services.

In national pentathlon competition, he has scored as high as second place. Pentathlon events include the 200-meter run, discus, broad jump, javelin and 1500-meter run.

When one man is that proficient in so many events, it's no wonder so many of us are spectators.

★ ★ ★

Softball has its surprises, especially around Pensacola, Fla.

Theodore Vincent, ADR2, has pitched two no-hit games this season for his Ellyson Field team, but he received credit in the books for only one of them.

In the first—the one he got credit for—he struck out seven and walked none, as the Falcons beat NAAS Saufley Field, 10-0.

A second no-hitter, the one he didn't get credit for, was pitched all fair and square, but it will never get into the records, as Ellyson Field lost the game, 1-0, on two errors.

★ ★ ★

Members of the AirLant golf team believe in giving credit where it's due, so they're attributing a good portion of their success this season to a seaman named Dave Bollman.

Bollman, an ex-Big Ten golfer, reported to the command in May. Since then he won nine straight matches in league play, walloping his opponents with scores ranging from 66 to 73.

Out of 27 possible match points, not one point was scored against him in the medal play matches.

Bollman's sub-par rounds have also served as an impetus for the other members of the team. As a result, the AirLant Flyers won the Fifth Naval District Golf Championship, their second in three years with a 14-1 record.

And Bollman also plays basketball.

—Kelly Gilbert, J02, USN

SERVICESCOPE

Brief news items about other branches of the ormed services.

THUNDERBIRDS, USAF demonstration team, make jet sweep over Air Force Academy in Colorado during show.

Two Coast Guard Cutters from Washington State, USCG *Point Ellis* and *Point Welcome* were among the first Coast Guard vessels to operate off the Vietnamese Republic's coast.

Each of the long, shallow-draft vessels is manned by two U.S. Coast Guard officers, eight enlisted men and three Vietnamese officials. Their mission is to interdict the flow of men, weapons and material being sent by sea to the Viet Cong guerrillas.

Before being shipped to Vietnam, the vessels were used for search and rescue and law enforcement in the United States. Their crews received special training at Subic Bay, Philippine Islands before taking up their duties in Vietnamese waters.

▲ ▲ ▲

The Army has found a new way to make a grader go further: Cut it in half.

A full-size commercial type grader is too heavy for helicopter-lift or transport in air assault operations. But half a grader is light enough.

To see how this idea would work, the Army's Engineer Research and Development Laboratories cut a 19,000-pound grader into two sections. Special modifications were necessary so that the grader could be put back together easily and quickly. Initial tests show that the two sections can be reunited in 15 minutes by two men using hand tools.

The modifications, of course, increased the weight of the two sections. However, each remains within the specified limitations for helicopter lift.

▲ ▲ ▲

The air force has cut the time it takes to air-evacuate wounded men from overseas to the U. S. by two-thirds since the Korean War.

In Vietnam, this means that flights that once took 40 hours are now completed in 13 hours of flying time across the Pacific. The reason is modern jet aircraft.

This rapid aeromedical evacuation system, coupled with advances in medical technology, permits scarce medical specialists to be concentrated in areas where they can be most effective. Further, it contributes to a decrease in combat fatalities.

In World War I, 8.1 per cent of the wounded who reached medical facilities died. During World War II, the rate was 4.5 per cent and during the Korean War the rate was reduced to 2.3.

During the Korean conflict, it took aeromedical propeller aircraft from 32 to 40 hours to airlift sick and wounded from Japan, Korea or Southeast Asia. Today, the same flights are made by jet aircraft in nine, 10 and 13 hours.

The Military Air Transport Service, the command responsible for military aeromedical evacuation, estimates that patients can be moved from any part of the world to U. S. hospitals in less than 24 hours.

Overseas patients arrive at Travis AFB, Calif., or McGuire AFB, N. J. From these points MATS C-118 *Liftmaster*, C-131 *Samaritan* or Air National Guard C-121 *Constellation* aircraft move patients to the service or Veterans Administration hospitals nearest their homes that provide specialized medical care required for the particular patient.

▲ ▲ ▲

The Army has successfully test-fired two versions of its new medium antitank weapon. Sometime in the near future one of the two weapons will be chosen for further development.

Whichever version is chosen, it will be small and light enough to be carried by one soldier and fired

MORSE CODE translator being tested by Army puts code in readable form for untrained receivers to copy. Code can be received over great distances despite interference.

from the shoulder. It will be used by platoons, both as a defensive and as an assault weapon.

One model, the directional control weapon, features a self-contained guidance system within the missile which permits it to fly along the line-of-sight established by the gunner. Another concept uses fine connecting wires between the launcher and the missile. The flying missile tails the wire behind it, connecting it to the guidance control system in the launcher.

▲ ▲ ▲

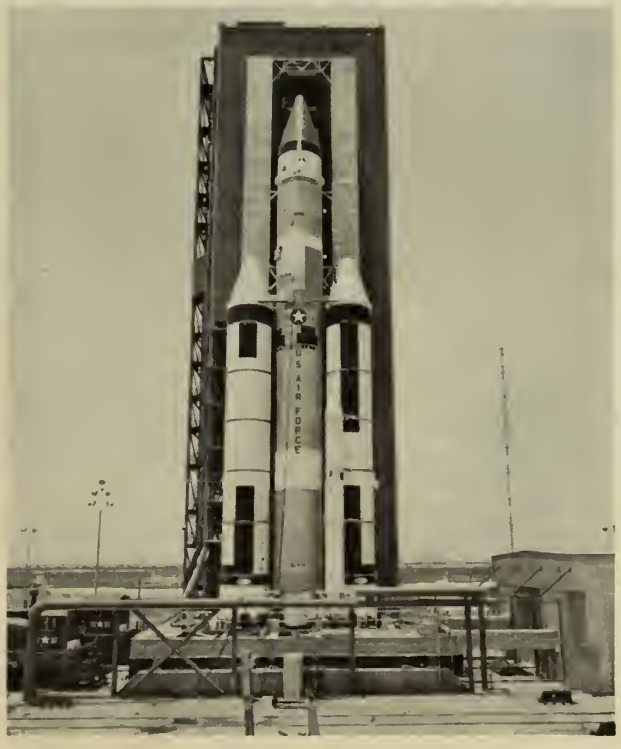
THE LAST ICBM in the Air Force's *Minuteman I* program has become operational in Wyoming. The missile, the last of 800, completes the fifth *Minuteman I* wing. All five wings are controlled by the Strategic Air Command.

Minuteman I is a three-stage, solid propellant missile with a range of more than 6300 statute miles and a speed of 15,000 mph. Each weighs about 65,000 pounds and may be launched almost instantly from individual blast-resistant underground silos. Because *Minuteman I* is solid-fueled, storage and maintenance problems are almost nonexistent.

The five wings are located at Warren AFB, Wyo.; Malmstrom AFB, Mont.; Ellsworth AFB, S.D.; Minot AFB, N.D.; and Whiteman AFB, Mo. Operational control for each 10 launchers is located in a centralized site.

Sites for three squadrons of the improved *Minuteman II* type are now under construction at Grand Forks AFB in North Dakota. An additional squadron of *Minuteman II* has been authorized for Malstrom AFB. When the entire *Minuteman* development program is completed, SAC will have 1000 of the ICBMs.

BIG PUSH—Air Force *Titan III-C* has two-million-pound thrust to lift manned or unmanned payloads into space.



FROM THE PAST—1800-ton barque *Eagle* sails for New London from Alameda, Calif., with CG Reservists.

COAST GUARD RESERVISTS from Alameda, Calif., are laying aloft, hoisting the mainsail and heaving to.

They are undergoing six weeks of training in seamanship aboard the three-masted barque *Eagle*, borrowed for the cruise from the Coast Guard Academy. The route will take them from Alameda to New London, Conn., via the Panama Canal.

On the cruise the Reserve sailors are learning to handle lines, winches and other equipment to keep the ship in sailing trim.

During the second half of the cruise, the Reservists will transit the Caribbean during the usual hurricane season to put their smooth-water learning to use under extreme conditions.

Eagle is an 1800-ton auxiliary barque (a three-masted ship with foremast and mainmast square-rigged and the mizzenmast fore- and aft-rigged) used by the Coast Guard Academy for cadet training cruises. She was launched in 1936 at Hamburg, Germany, bearing the name *Horst Wessel*. After WW II, the barque was sailed to the U. S. as part of the war reparations.

On her arrival in this country, the ship was renamed *Eagle*, a name borne by a long line of famous Coast Guard cutters.

▲ ▲ ▲

THE SPACE AGE is exerting a very noticeable impact on the Air Force ranks. Billets for 128 USAF officers have been established at the National Aeronautics and Space Administration's Manned Spacecraft Center in Houston, Texas. By March 1966, six majors, 38 captains and 84 lieutenants will be assigned there for two year tours, under terms of an Air Force/NASA agreement.

While augmenting the NASA flight operation staff, the officers will simultaneously receive on-the-job training and experience in the operational control of manned space flights.

All selected officers are engineering graduates.

THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **INVOLUNTARY EXTENSIONS**—Due to the President's decision to increase U. S. military strength in Vietnam, the Navy faces immediate, additional operational commitments. More men are needed, and action has been taken, through stepped-up recruiting efforts and introduction of draftees, to increase the number of men entering the Navy.

In addition, a heavier burden is being placed on trained men already in service. The Navy must rely heavily on its trained men to carry an increasing workload while new men are trained for important jobs.

To meet these pressing demands, it has become necessary to modify separation policy temporarily for men who intended to accept their separation papers in the near future. Generally speaking, this means an involuntary extension of service for both officers and enlisted men.

Personnel planners in BuPers have spent considerable time trying to work out the best solution to the manpower shortage problem. They were confronted with the necessity of meeting urgent operational requirements in officer and skilled petty officer billets within a short time span.

The addition of draftees was one measure adopted to increase the number of men in service (an additional 36,500 men over the present manning level are needed); however, this step does not contribute to meeting the immediate additional operational commitments.

After exploring every possibility of meeting this latter problem through voluntary measures, the Navy was obliged to use the authority granted by Congress to involuntarily extend personnel.

This measure has been implemented on an interim basis.

Officers will be required to serve up to 12 months beyond their scheduled separation date. Enlisted men must serve an additional four months. However, there are exceptions, as noted below.

For enlisted men, the involuntary extension will become effective when the normal separation date arrives—unless a voluntary extension or reenlistment is to go into effect. For officers, voluntary separations will be deferred on a selective basis.

The extended service will apply only to Regular Navy officers, warrant officers and enlisted personnel. Reserves on active duty are not included.

In addition, Navymen who voluntarily extended their enlistments, in response to the Secretary of the Navy's request last May, will be credited with the time served in a voluntary extension toward satisfying the four-month requirement.

OFFICERS—Subject to the needs of the service, and except in cases of personal hardship, selective deferrals for periods up to 12 months (but not beyond 29 and a half years of active service) will apply to:

• Requests for voluntary retirement from captains with designators 1400, 1510, 1620, 2100, 2200, 2300 and 5100; and commanders and below (all designators).

• Requests for voluntary resignation from all permanent Regular officers (except Regular NROTC officers completing initial obligated service).

• Requests for reversion from Regular officer to permanent warrant or enlisted status; also, requests for terminations of temporary appointment and transfer to Fleet Reserve.

Exceptions — Retirement, resignation and termination orders issued before 14 August will be executed. All pending requests, however, will be governed by the above regulations.

ENLISTED—The four-month involuntary extension of enlistments became effective at 2400 15 September. It applies to all Regular Navymen who do not come under one of the exemption categories, including personnel who have received authorization to transfer to the Fleet Reserve on a date subsequent to 15 September. Requests for other exemptions will be considered only in the case of a valid hardship condition, which is reported in accordance with *BuPers Manual*, Art. C-10308.

Exceptions — Personnel receiving punitive discharges, administrative separations and other types of separations specifically authorized or directed by the Chief of Naval Personnel.

• Personnel whose retirement has been directed or authorized or whose continuation on active duty has been specifically limited by current directives.

• Personnel whose household effects have been shipped incident to separation.

Also exempt from the involuntary extension measure were enlisted men accepted in an accredited college before 14 Aug 1965, for classes convening before or after 15 September, provided they met all other requirements outlined in *BuPers Manual*.

Personnel involuntarily extended are not entitled to additional pay, reenlistment bonus, accrued leave payment or mileage expenses at the time of their involuntary extension.

However, the above benefits remain in force for those who reenlist or voluntarily extend their enlistment for an appropriate length of time.

The Secretary of the Navy announced the above modified procedure on 14 Aug 1965. ALNAV 45 carried the message to the Fleet.

All-Navy Cartoon Contest
Charley Wise, HMCS, USN

• **OFFICER VOLUNTEERS NEEDED**—The Navy wants volunteers for Vietnam who have from one and a half to four stripes on their sleeves. All designators are needed.

The need for volunteers who rank from LTJG through captain is a continuing one. The tour is for one year and without dependents.

Officers who are interested may submit applications by speedletter via their commanding officer to the Chief of Naval Personnel, attention cogni-

zant grade assignment desk. Reserve officers must have sufficient obligated service remaining, or agree to extend, to permit a 12-month tour in the area.

• ENLISTED CHOSEN FOR WO AND OCS—Close to a thousand Navymen have been nominated for appointment to warrant and commissioned status in the Regular Navy. The majority, 909 men, will become warrant officers, while 50 will become ensigns under the integration program. Of those chosen for integration, 41 will become officers of the line, while nine will join the Supply Corps.

The selections are not final until all administrative and physical requirements have been met. Physical examinations, though given locally, must be approved by the Chief of Naval Personnel, who will act on recommendations from BuMed.

BuPers Notice 1120 of 14 July, which announced the selections, cautioned Navymen against purchasing uniforms or selling homes until the appointments have been received at their commands.

Warrant officers with aviation designators will attend school in Pensacola, Fla., while the remainder will go to Newport, R.I.

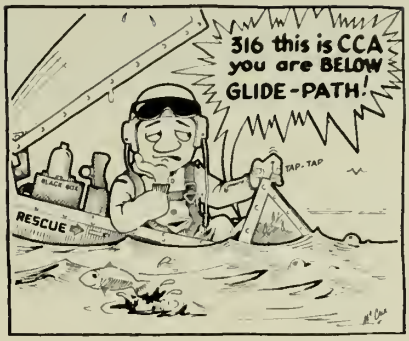
Nominees for warrant officer who qualify for commissioning will be appointed at their present duty stations, then go to school. Men who qualify for the integration program will be commissioned after successful completion of OCS.

Orders for all selectees will be issued by BuPers as soon as possible. Most orders will include a directive to report to school, then to an ultimate duty station.

The commands of the chosen Navymen are required to send a speedletter to BuPers, including personal information concerning the nominee and whether he will accept or decline the appointment. The letters will include Officer Preference and Personal Information Cards (NavPers 2774, Rev. 5-62) and Officer History Cards (NavPers 765, Rev. 11-62). Navymen chosen for appointment to aviation warrant officer should indicate whether or not they desire duty involving flying.

BuPers Notice 1120 also included a list of alternates for the warrant program. The alternates will be appointed, subject to the needs of the service, only when a selectee declines the appointment.

All-Navy Cartoon Contest
E. L. McCaul. ATW3, USN



• MSTS SHIPS TO PACIFIC—Six Military Sea Transportation Service (MSTS) ships, previously assigned in the Atlantic, will no longer sail between the U. S. and Europe—at least until further notice. The six ships have been reassigned to the Pacific area in connection with moving U. S. forces to Vietnam.

Dependents and troops will be transported to and from Europe by commercial transportation and by MATS and MATS-chartered aircraft during the curtailed MSTS operations in the Atlantic. It is not known at this time when MSTS transport service will be resumed in the Atlantic.

• NO MORE CPOs (ACTING)—Navymen who are advanced to CPO after 1 November will receive permanent appointments to their new rate, and all men presently serving in acting appointments to CPO will become permanent on 1 November.

Award of permanent appointments after three years in pay grade E-7 has become automatic except for the red tape, so BuPers has decided to scrap the paperwork.

Previously, chiefs due for permanent appointment were required to submit a request to the Bureau.

Permanent appointments for new CPOs will come directly from BuPers. Acting chiefs now in the Fleet will receive their permanent appointments from their commanding officers.

Further information is contained in BuPers Notice 1440 of 20 Aug 1965.

New Correspondence Courses

Four revised correspondence courses were made available by the Naval Correspondence Course Center recently. They are:

ECC Boilerman 1 & C, NavPers 91514-3 (supersedes NavPers 91514-2B).

ECC Aviation Machinist's Mate "R" 3 & 2, NavPers 91368 (supersedes NavPers 91597-B and NavPers 91598-1A).

OCC Naval Communications, NavPers 10416-A (supersedes NavPers 10416-1).

OCC The Communication Officer, NavPers 10403-A (supersedes NavPers 10403-2).

• TRAVEL CHANGES—Should a Navyman be assigned temporary duty (or temporary additional duty) for more than six months, and have no place to put his household effects, he may store them at no personal cost. Of course, once he returns to his permanent duty station or he is assigned to a new permanent station, he has 30 days to withdraw his effects from storage. After that, he begins to foot the bill.

That's the gist of one of the new procedures outlined in Change 151 to *Joint Travel Regulations* which recently has been issued. The other changes:

• Exclude the transportation used between duty station and commercial transportation terminal in determining whether mixed travel (paid partially by the government and partially by you) is involved, and whether travel was performed entirely by commercial transportation between points listed.

• Prescribe travel and transportation allowances for members of the Senior Reserve Officers Training Corps (ROTC).

• Except under specified conditions, a service member cannot have his private automobile shipped from one U. S. port to another.

Under the last change, here are the special cases in which you can transship your car:

• Your orders are changed before you receive your vehicle at the designated port.

• The Secretary of the Navy or his designated representative authorizes the shipment.

• You agree to reimburse the government for the transshipment.

• Direct shipment will not be available from the port of origin to the designated U. S. port in the foreseeable future, and you have already turned in your car for shipment.

If you would like more information on any of these points, check with *Joint Travel Regulations* and your command's personnel officer.

THE BULLETIN BOARD

Dependents Evacuated From Outside CONUS May Receive Travel Reimbursement

Under the provisions of Public Law 89-26 Navy dependents who were ordered evacuated from locations outside the United States, beginning 1 Feb 1965 and until 30 Jun 1966, are entitled to allowances to reimburse them for their travel expenses.

The immediate application of the law, of course, is to those evacuated from Vietnam beginning last February and from the Dominican Republic. These dependents may be paid a per diem allowance to cover their travel expenses from their sponsor's duty station to the United States. Payment of the allowance is also authorized for 30 days after arrival at the United States port of debarkation.

The law also covers dependents who were evacuated from their sponsor's duty station to a safe haven elsewhere and returned to the United States from that haven as well as dependents who were en route to their sponsor's duty station and turned back before arriving there.

Dependents who are evacuated to a designated place in the United States will also be paid a dislocation allowance equaling one month's basic allowance for quarters.

The law's coverage also provides for the transportation, at government expense, of one privately owned motor vehicle.

The Navy Finance Center at Cleveland, Ohio, has attempted to contact every Navy wife who was evacuated either from Vietnam or the Dominican Republic inasmuch as she is the person to whom the allowance normally would be paid.

Each wife was requested to furnish information concerning the dependents who were traveling, along with information on what travel was done. A copy of the travel orders is necessary. Also, if available, the original or certified copy of the Emergency Payment Authorization (DD Form 1337) should be provided.

Any Navyman whose wife was evacuated from Vietnam or the Dominican Republic and who had not been contacted by the Navy Finance Center by 15 August, should bring the matter to the attention of his commanding officer.

Navy dependents who shipped their cars from Vietnam or the Dominican Republic will have the shipping costs to the nearest point in the U.S. paid by the government.

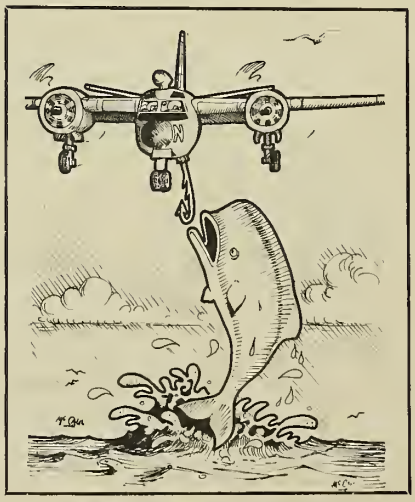
There is, however, some doubt as to whether the law's intent covers the cost of privately procured overland transportation of a car by commercial carrier from the port of debarkation in CONUS to the designated place in CONUS.

Since this reimbursement is not specifically authorized, a General Accounting Office settlement will be necessary before payment can be made. Accordingly, a claim should be submitted by each Navyman concerned through his disbursing officer to the Navy Finance Center, Washington, D. C. 20390 so the claim may be paid if GAO makes a favorable determination.

All claims should be accompanied by a copy of travel orders and a copy of the receipted bill paid by the Navyman or his wife to the commercial transporter. A certificate of ownership for the vehicle should also be included.

Complete information on this subject can be found in SecNav Notice 7220 of 13 Jul 1965.

All-Navy Cartoon Contest
E. L. McCaul, ATW3, USN



"You're the pilot, you report it!"

Advance In Pay Spent For Dependents' Emergency Evacuation May be Waived

Navymen who drew advanced pay to evacuate their dependents from a danger area, thereby placing themselves in a financial bind, stand a good chance of having the collection of up to one month's basic pay waived by the Navy.

Factors governing whether or not collection of the advanced pay will be made are whether or not recovery would be inequitable and against the good conscience and best interests of the public.

The applicant's value to the Navy as reflected by his training, technical skill, knowledge and performance will also be taken into consideration.

If the collection of advanced pay would cause a Navyman or his family undue hardship, the recovery of the advance may also be waived.

Several factors go into determining hardship. They are:

- The number of dependents.
- Costs occasioned by climatic changes.
- Expenses encountered incident to education of children.
- The availability of service facilities such as commissaries, exchanges and medical care.
- Unusual expenses such as the loss of personal or private property.
- Other legitimate indebtedness incurred before evacuation was ordered.

Navymen who wish to apply for a waiver of advanced pay can do so by letter either by or via their commanding officer and the Comptroller of the Navy to the Chief of Naval Personnel.

The following information and documentation will be needed to substantiate an application for waiver:

- A certified copy of Emergency Payment Authorization (DD Form 1337).
- The amount previously collected (any amount withheld from pay or application against the indebtedness will be considered as collected).
- Amount for which the waiver is requested. This is limited to one month's basic pay to the Navyman.

• Expiration date of current enlistment, release from active duty or anticipated transfer to the retired retainer rolls and a statement of total prior service.

• An itemized statement of the applicant's monthly pay, allowances and allotments together with an itemized statement of total monthly living expenses of the applicant's family.

If the application is based on extreme hardship, the applicant should also include information on the specific nature and the degree of the hardship including the number and relationship of dependents with ages of children and any unusual factors or financial obligations.

If a Navyman is killed or reported missing in action, recovery of an unliquidated advance of not more than one month's basic pay will be waived without request by the commanding officer of the U. S. Navy Finance Center.

Full details concerning collecting pay advanced to personnel whose dependents were evacuated from danger areas may be found in SecNav Inst. 7220.52.

Many Amateurs Had Top Scores In Annual Armed Forces Communications Test

An evaluation report of the annual Armed Forces communication tests conducted earlier this year has been released. Once again, the amateur radio tests have been termed highly successful.

Four military radio stations, WAR (Army), NSS (Navy), and AIR (Air Force) located in the Washington, D. C., area and NPG (Navy-San Francisco) participated in the communication tests, which included military-to-amateur crossband operations and receiving contests for both continuous wave (CW) and radioteletypewriter (RTTY) modes of operation.

WAR, NSS, NPG and AIR had a combined total of 8431 radio contacts during the 12 hours and 45 minutes devoted to the military-to-amateur crossband portion of the communication tests. Commemorative QSL cards have been mailed to all contacts that could be identified (as listed in the Spring 1965 issue of the "Callbook").

Any amateur who has not received a QSL card confirming his contact should address a request for clarification to the Armed Forces Day Contest, Room 5-B-960, the Pentagon, Washington, D. C. 20315. The request must include the amateur's call sign, the station worked, time of contact and the frequency utilized by the military station.

There were 1054 perfect copies submitted of the broadcast messages originated by the Secretary of Defense and transmitted during the receiving contest portion of the communication tests. The 25 word-per-minute Morse Code message, which consisted of 160 words, was successfully copied by 632 operators while the 60 word-per-minute radioteletypewriter message, consisting of 183 words, was successfully copied by 422 receiving stations.

All-Navy Cartoon Contest
S. C. Richardsan, PH3, USN

"He's making warrant officer tomorraw."

Airborne Oceanography

An aircraft squadron has been established at the U. S. Naval Air Station, Patuxent River, Md. for the primary purpose of conducting oceanographic work. The new unit consists of four C-121 *Super Constellations* and one C-54 *Skymaster.*

The Navy's Oceanographic Office began using aircraft in 1953 for its Project Magnet. Since then, these planes have logged over one half million survey miles in support of a world-wide magnetic charting program.

The formation of a special oceanographic air squadron is expected to give the Navy even more effective support for its airborne oceanographic effort in the future.

WHAT'S IN A NAME

Angels Are Watching You

Anyone looking for an angel would probably not look first on the deck of an aircraft carrier. Nevertheless, carrier flight decks are one place where angels do not fear to tread. The Seventh Fleet's attack carrier *USS Hancock* (CVA 19) is a case in point. *Hancock* carries two angels, for *angel* is the name given the jet powered *Seasprite* helicopters flown by the ship's Helicopter Utility Squadron One, Detachment Lima.

Search and rescue missions together with utility services to accompanying destroyers are the principal jobs done by Detachment L. The squadron has eight pilots and, of its 23 enlisted men, nine are qualified aircrewmen. The remainder make up the ground maintenance crews that keep the angels in top flying condition.

Helos, unlike the carrier's fixed wing aircraft, are seldom out of sight of their ship. Flying a racetrack pattern 200 yards off the carrier's starboard side, the helo pilot can see the entire flight operation sequence and be over the scene of an accident, if one occurs, within a matter of seconds.

When a fixed wing aircraft is ditched, the carrier's angel hovers over it, drops a sling, then reels in the pilot. If he is injured or in shock, a crewman from the angel drops into the water to help him.

The day on which the helicopters really get into their role as angels, however, is Sunday when they carry *Hancock's* chaplains to the carrier's accompanying destroyers, thereby earning the title of holy helos.

The choppers have also played the role of angel of mercy by making runs to nearby ships to render medical assistance.

For many carrier pilots, the helicopters are indeed angels who are on hand in time of need. Many a downed carrier pilot owes his life to the prompt action of the men in a ship's helicopter detachment.

—Bill Noonan, JO3, USN

Armed Force Expeditionary Ribbon for Units in Cuban Crisis

Navymen of more than 230 ships and units which participated in Cuban operations between 24 Oct 1962 and 1 Jun 1963 are now entitled to wear the Armed Forces Expeditionary ribbon. However, supplies of the medal itself for that service are not currently available. Requests for the medal should not be submitted until announcement of its availability is made by BuPers Notice in the future.

Officers and enlisted men who were attached to any of the units listed below at any time during the periods shown, and who actually participated in the operation, are eligible to obtain the Armed Forces Expeditionary ribbon now in ship's stores and Navy exchanges. Members of rear echelons, transients, observers and others assigned for short periods of TAD are not normally entitled to the award, although consideration will be given in cases where a commanding officer certifies a particular and significant contribution by an individual. Such certification should be made to the Chief of Naval Personnel.

Eligibility of unit commanders, staff and embarked aircraft units is determined by the eligibility of the ships in which they were embarked. Evidence of entitlement may be obtained upon request from the Chief of Naval Personnel in Washington.

The list of ships and units whose personnel are eligible to receive the Navy Expeditionary Medal for the Cuban operation is not yet available. When it is completed, it will be published.

In the meantime, here are the Navy ships and units eligible for the Armed Forces Expeditionary ribbon for Cuba and the dates of their eligible participation. Authorization is established by Change 2 of SecNav Inst P1650.1C of 21 Apr 1965. Requests for corrections or additions should be addressed to the Chief of Naval Operations (Op09B2E).

A8BOT (DD-629)
11-22 Nov 62
ALDEBARAN (AF-10)
24 Oct-6 Nov 62
ALGOL (AKA-54)
24 Oct-16 Dec 62
ALLAGASH (AO-97)
6 Nov-21 Dec 62
ALLEN M. SUMNER (DD-692)
24 Oct-21 Nov 62
ALTAIR (AKS-32)
11-28 Nov 62
BACHE (DD-470)
2S Oct-5 Nov 62
BARRY (DD-933)
24 Oct-1 Nov 62
BARTON (DD-722)
24 Oct-30 Nov 62
8ASILONE (DD-824)
24 Oct.-18 Nov 62
BAYFIELD (APA-33)
8 Nov-5 Dec 62
8EALE (DD-471)
2S Oct-S Nov 62
8EARSS (DD-6S4)
4-16 Nov 62
8EATTY (DD-7S6)
16-24 Nov 62
8ELLE GROVE (LSD-2)
8 Nov-S Dec 62
BEXAR (APA-237)
8 Nov-5 Dec 62
BIDDLE (DDG-S)
24 Oct-21 Nov 62
BIGELOW (DD-942)
24 Oct-21 Nov 62
BLANDY (DD-943)
24 Oct-1 Nov 62
BORDELON (DD-8B1)
24 Oct-22 Nov 62
3-21 Dec 62
8ORIE (DD-704)
24 Oct-1 Dec 62
BOXER (LPH-4)
24 Oct-6 Dec 62
BRISTOL (DD-857)
4 Nov-3 Dec 62
BROUGH (DE-148)
2S Oct-1 Dec 62
8ROWNSON (DD-B68)
28 Oct-18 Nov 62
CABILDO (LSD-16)
B Nov-S Dec 62
CALCATERRA (DER-390)
31 Oct-14 Nov 62
CALOOSAHATCHEE (AO-98)
16 Nov-7 Dec 62
CAMBRIA (APA-36)
24 Oct-S Dec 62
CANBERRA (CAG-2)
24 Oct-6 Nov 62
19-22 Nov 62
CAPRICORNUS (AKA-S7)
24 Oct-10 Dec 62
CARTER HALL (LSD-3)
8 Nov-5 Dec 62
CASA GRANDE (LSD-13)
24 Oct-5 Dec 62
CHARLES F. ADAMS (DDG-2)
24 Oct-30 Nov 62
CHARLES H. ROAN (DD-8S3)
27 Oct-24 Nov 62
CHARLES P. CECIL (DDR-835)
29 Oct-6 Dec 62
CHARLES R. WARE (DD-86S)
24 Oct-21 Nov 62
CHARLES S. SPERRY (DD-697)
24 Oct-1 Nov 62
CHEBOYGAN COUNTY
(LST 533)
24 Oct-1S Dec 62
CHIKASKIA (AO-S4)
24 Oct-20 Nov 62
CHILTON (APA-38)
24 Oct-7 Dec 62
CLAUD JONES (DE-1033)
24 Oct-22 Nov 62
COLONIAL (LSD-18)
8 Nov-S Dec 62
CONWAY (DD-S07)
2S Oct S-Nov 62
CONY (DD-S08)
2S Oct-S Nov 62
COOK (APD-130)
8 Nov-S Dec 62
CORRY (DDR-817)
24 Oct-12 Nov 62
18-21 Nov 62
DAHLGREN (DLG-12)
27 Oct-11 Nov 62
DAMATO (DD-B71)
24 Oct-4 Nov 62
DAVIS (DD-937)
13-24 Nov 62
DECATUR (DD-936)
4 Nov-7 Dec 62
DENEBOLA (AF-56)
11-22 Nov 62
DESOTO COUNTY (LST-1171)
24 Oct-6 Dec 62
DEWEY (DLG-14)
24 Oct-12 Nov 62
DUPONT (DD-941)
26 Oct-22 Nov 62
DUVAL COUNTY (LST-7S8)
24 Oct-1S Dec 62
DYESS (DDR-880)
3-23 Dec 62
EARL B. HALL (APD-107)
24 Oct-7 Dec 62
EATON (DD-S10)
25 Oct-S Nov 62
ELDORADO (AGC-11)
B Nov-S Dec 62
ELOKOMIN (AO-5S)
24 Oct-23 Nov 62
ENGLISH (DD-696)
24 Oct-24 Nov 62
ENTERPRISE (CVA(N)-6S)
24 Oct-3 Dec 62
ESSEX (CVS-9)
24 Oct-1S Nov 62
EUGENE A. GREENE (DD-711)
24 Oct-20 Nov 62
FISKE (DDR-842)
24 Oct-1 Dec 62
FORREST B. ROYAL (DD-872)
24 Oct-21 Nov 62
FORT SNELLING (LSD-30)
24 Oct-6 Dec 62
FRANCIS MARION (APA-249)
24 Oct-7 Dec 62
FURSE (DD-882)
24 Oct-22 Nov 62
GEARING (DD-710)
24-30 Oct 62
GRAND CANYON (AD-28)
3 Nov-1 Dec 62
GRANT COUNTY (LST-1174)
24 Oct-7 Dec 62
GREAT SITKIN (AE-17)
24 Oct-1S Dec 62
GUNSTON HALL (LSD-S)
8 Nov-S Dec 62
HANK (DD-702)
24 Oct-26 Nov 62
HARLAN R. DICKSON (DD-708)
4 Nov-S Dec 62
HARWOOD (DD-861)
24 Oct-21 Nov 62
HAWKINS (DDR-873)
24 Oct-1 Dec 62
HAYNSWORTH (DD-700)
24 Oct-14 Nov 62
HENLEY (DD-762)
27 Oct-22 Nov 62
HENRICO (APA-4S)
8 Nov-S Dec 62
HERMITAGE (LSD-34)
7-23 Dec 62
HISSEM (DER-400)
24 Oct-S Nov 62
HOLDER (DD-819)
1-18 Nov 62
HUGH PURVIS (DD-709)
28 Oct-18 Nov 62
INDEPENDENCE (CVA-62)
24 Oct-20 Nov 62
IWO JIMA (LPH-2)
8 Nov-5 Dec 62
JOHN KING (DDG-3)
7 Nov-6 Dec 62
JOHN PAUL JONES (DD-932)
4 Nov-S Dec 62
JOHN R. PERRY (DE-1034)
24 Oct-22 Nov 62
JOHN R. PIERCE (DD-753)
24 Oct-2 Dec 62
JOHN W. WEEKS (DD-701)
24 Oct-14 Nov 62
JOSEPH P. KENNEDY JR (DD-8S0)
24 Oct-5 Dec 62
KASKASKIA (AO-27)
24 Oct-20 Nov 62
KEPPLER (DD-76S)
24 Oct-1 Nov 62
KIOWA (ATF-72)
20 Nov-1 Dec 62
KRETCHMER (DER-329)
27 Nov-20 Dec 62
LAKE CHAMPLAIN (CVS-39)
18 Nov-S Dec 62
LAWRENCE (DDG-4)
24 Oct-6 Dec 62
LEARY (DDR-B79)
24 Oct-22 Nov 62
LIDDLE (APD-60)
24 Oct-6 Dec 62
LINDENWALD (LSD-6)
24 Oct-S Dec 62
LORAIN COUNTY (LST-1177)
24 Oct-7 Dec 62
LOWRY (DD-770)
24 Oct-8 Nov 62
17-30 Nov 62
MocDONOUGH (DLG-8)
24 Oct-20 Nov 62
MALOY (DE-791)
6-29 Nov 62
MANLEY (DD-940)
24 Oct-24 Nov 62
MATTHEWS (AKA-96)
8 Nov-S Dec 62
MAZAMA (AE-9)
24 Oct-2 Dec 62
McCAFFERY (DD-860)
24 Oct-21 Nov 62
MERRICK (AKA-97)
8 Nov-5 Dec 62
MILLS (DER-383)
24-31 Oct 62
MONROVIA (APA-31)
24 Oct-16 Dec 62
MOUNT McKINLEY (AGC-7)
24 Oct-10 Dec 62
MULLINNIX (DD-944)
24 Oct-6 Dec 62
MURRAY (DD-S76)
2S Oct-S Nov 62
NEOSHO (AO-143)
24 Oct-22 Nov 62
NESPELEN (AOG-SS)
2S-27 Nov 62
NEW (DD-818)
2-19 Nov 62
NEWMAN K. PERRY (DDR-BB3)
24 Oct-22 Nov 62
3-21 Dec 62
NEWPORT NEWS (CA-148)
24 Oct-21 Nov 62
NITRO (AE-23)
13-23 Nov 62
NOBLE (APA-218)
B Nov-S Dec 62
NORFOLK (DL-1)
24 Oct-21 Nov 62

NORRIS (DD-859)
4 Nov-5 Dec 62
OGLETHORPE (AKA-100)
24 Oct-5 Dec 62
O'HARE (DDR-889)
24 Oct-3 Dec 62
OKANOGAN (APA-220)
8 Nov-5 Dec 62
OKINAWA (LPH-3)
24 Oct-5 Dec 62
OPPORTUNE (ARS-41)
25 Nov-4 Dec 62
OXFORD (AGTR-1)
29 Oct-15 Dec 62
PAGE COUNTY (LST-1076)
8 Nov-5 Dec 62
PAWCATUCK (AO-108)
5 Nov-7 Dec 62
PETERSON (DE-152)
25 Oct-1 Dec 62
PLYMOUTH ROCK (LSD-29)
24 Oct-7 Dec 62
POCONO (AGC-16)
12 Nov-3 Dec 62
POINT DEFIANCE (LSD-31)
8 Nov-5 Dec 62
PURDY (DD-734)
17-24 Nov 62
RANDOLPH (CVS-15)
24 Oct-7 Nov 62
23-30 Nov 62
RANKIN (AKA-108)
26 Oct-11 Dec 62
RENVILLE (APA-227)
8 Nov-5 Dec 62
RHODES (DER-384)
24 Oct-26 Nov 62
21-31 Dec 62
RICH (DD-820)
2-18 Nov 62
RICHARD E. KRAUS (DD-849)
29 Oct-21 Nov 62
RIGEL (AF-58)
9-22 Nov 62
RIVAL (MSO-468)
24 Nov-31 Dec 62
ROBERT A. OWENS (DD-827)
27 Oct-20 Nov 62
ROBERT L. WILSON (DD-847)
24 Oct-3 Nov 62
ROCKBRIDGE (APA-228)
24 Oct-16 Dec 62
ROY O. HALE (DER-336)
14-16 Nov 62
RUSH (DDR-714)
24 Oct-1 Dec 62
SABINE (AO-25)
24 Oct-18 Nov 62
SALAMONIE (AO-26)
11-24 Nov 62
SALUTE (MSO-470)
29 Nav-31 Dec 62
SAMUEL B. ROBERTS (DD-823)
24 Oct-3 Nov 62
SANDOVAL (APA-194)
24 Oct-18 Dec 62
SARATOGA (CVA-60)
3-20 Dec 62
SAUFLEY (DD-465)
24 Oct-22 Nov 62
SELLERS (DDG-11)
24 Oct-21 Nov 62
SHADWELL (LSD-15)
24 Oct-5 Dec 62
SHAKORI (ATF-162)
12 Nov-2 Dec 62
SOLEY (DD-707)
24 Oct-2 Dec 62
SPIEGEL GROVE (LSD-32)
24 Oct-30 Nov 62
STEINAKER (DDR-863)
24 Oct-14 Nov 62
20-22 Nov 62
STICKELL (DDR-888)
24 Oct-6 Dec 62
SUFFOLK COUNTY (LST-1173)
24 Oct-16 Dec 62
TALBOT COUNTY (LST-1153)
24 Oct-16 Dec 62
TERREBONNE PARISH (LST-1156)
15 Nov-16 Dec 62
THE SULLIVANS (DD-537)
17 Nov-17 Dec 62
THETIS BAY (LPH-6)
24 Oct-7 Dec 62
THOMAS J. GARY (DER-326)
15-27 Nov 62
THOMASTON (LSD-28)
8 Nov-5 Dec 62
THUBAN (AKA-19)
17 Nov-8 Dec 62
TRAVERSE COUNTY (LST-1160)
24 Oct-6 Dec 62
UNION (AKA-106)
8 Nov-5 Dec 62
UTINA (ATF-163)
28 Nov-15 Dec 62
UVALDE (AKA-88)
24 Oct-4 Dec 62
VERMILION (AKA-107)
24 Oct-7 Dec 62
VESOLE (DDR-878)
24 Oct-22 Nov 62
3-21 Dec 62
VULCAN (AR-5)
30 Oct-29 Nov 62
WAHKIAKUM COUNTY (LST-1162)
24 Oct-7 Dec 62
WALLACE L. LIND (DD-703)
24 Oct-22 Nov 62
WALLER (DD-466)
25 Oct-5 Nov 62
WALWORTH COUNTY (LST-1164)
24 Oct-5 Dec 62
WASHBURN (AKA-108)
8 Nov-5 Dec 62
WASP (CVS-18)
2-19 Nov 62
WHETSTONE (LSD-27)
8 Nov-5 Dec 62
WILLARD KEITH (DD-775)
24 Oct-15 Nov 62
WILLIAM C. LAWE (DD-763)
24 Oct-21 Nov 62
WILLIAM M. WOOD (DDR-715)
28 Oct-24 Nov 62
10-24 Dec 62
WILLIS A. LEE (DL-4)
7-21 Nov 62
WINDLASS (ARSD-4)
21-24 Nov 62
WITEK (DD-848)
24 Oct-1 Nov 62
16-20 Nov 62
WOOD COUNTY (LST-1178)
24 Oct-7 Dec 62
WRANGELL (AE-12)
24 Oct-20 Nov 62
YANCEY (AKA-93)
24 Oct-7 Dec 62
YORK COUNTY (LST-1175)
24 Oct-5 Dec 62
YOSEMITE (AD-19)
7 Nov-9 Dec 62
ZELLARS (DD-777)
24 Oct-21 Nov 62
Air Antisubmorine Squodron 24
*27 Oct-18 Nov 62
Air Antisubmorine Squodron 27
*4 Nov-5 Dec 62
Airborne Eorly Worning Squadron 4
*24 Oct-31 Dec 62
Attack Squodron 43
*24 Oct-31 Dec 62
Attack Squodron 65
*24 Oct-21 Nov 62
Corrier Airborne Eorly Warning Squodron 12, Det. 14
*24 Oct-4 Dec 62
Corrier Antisubmorine Air Group 56 Stoff
*24 Oct-5 Dec 62
Fighter Squodron 32
*24 Oct-15 Nov 62
Fighter Squodron 41
*24 Oct-31 Dec 62
Fighter Squodron 101
*24 Oct-31 Dec 62
Fighter Squodron 174
*25 Oct-30 Nov 62
Fleet Air Reconnaissonce Squadron 2, Det. 3
*24 Oct-31 Dec 62
Fleet Tactical Support Squadron 40
*24 Oct-31 Dec 62
Heavy Photographic Squodron 62
*24 Oct-31 Dec 62
Light Phatagrophic Squodron 62
*24 Oct-31 Dec 62
LCU Division 11, Det. C
8 Nov-5 Dec 62
LCU Division 13, Det. A
8 Nov-5 Dec 62
Mobile Construction Bottolion 4
24 Oct-10 Dec 62
Mobile Construction Battalion 7
30 Oct-31 Dec 62
Navol Bose, Guontanomo Bay, Cubo (Note 1)
24 Oct-31 Dec 62
Navol Beach Group 1, Det. D
8 Nav-5 Dec 62
Navol Corgo Hondling Battolion 1, Det. H
24 Oct-1 Dec 62
Novol Cargo Hondling Bottolion 1, Det. L
24-29 Oct 62
Patrol Squadron 5
*24 Oct-16 Nov 62
Potrol Squodron 18, Det. 6
*1 Nov-31 Dec 62
Potrol Squodron 24
*8 Nov-10 Dec 62
Patrol Squodron 26, Det. 14
*30 Oct-31 Dec 62
Patrol Squadron 49, Det. 7
*17-31 Dec 62
Potrol Squodron 56
*24 Oct-7 Nov 62
Tocticol Air Control Squodron 12
8 Nov-5 Dec 62
Underwoter Demolition Teom 12, Det. D
8 Nov-5 Dec 62
Utility Squodron 8
*24 Oct-31 Dec 62
Utility Squodron 10
*24 Oct-31 Dec 62

*Only those members of oir crews who octuolly conducted flights into Cubon woters during periods indicated. (See olso Note 1.)

Note 1. Includes: (1) Personnel regulorly ossigned to a component of NAVBASE during period.

(2) Personnel of squodrons or units (such os ground crews) who octuolly londed ot Guontonomo during the period indicoted.

Tioga County Tries *Sea Sparrow*

USS *Tioga County* (LST 1158) has carried out shipboard tests of the experimental *Sea Sparrow* antiaircraft weapons system near Pt Mugu, Calif.

Validation testing of the system was a project of the Naval Missile Center at Pt Mugu. The tests were designed to investigate the use of the *Sparrow III* air-to-air missile in the surface-to-air role.

The Bureau of Naval Weapons is planning further verification testing of the *Sea Sparrow* as an antiaircraft weapon for use on the Navy's amphibious and auxiliary vessels. Other systems are also under study.

Radar operators and gunnery crewmen from the ship were given instruction in the use of the experimental equipment before the tests.

All-Navy Cartoon Contest
W. R. Moul, CTCA, USN

Icebreakers to Coast Guard

Before long, the Navy won't have any icebreakers. The remaining five soon will be transferred to the Coast Guard under a recent agreement.

Presently there are five Navy and four Coast Guard icebreakers—all operating from the polar regions to the Hudson River. A review concluded that the operating and manning of icebreakers by the Coast Guard would best satisfy the national interests.

Therefore, within the next 14 months, the Navy's five icebreakers will be transferred to the Coast Guard. The five are: USS *Burton Island* (AGB 1), *Edisto* (AGB 2), *Atka* (AGB 3), *Glacier* (AGB 4) and *Staten Island* (AGB 5).

Eliminated: 22,000 Reports — Saved: 5,250,000 Man Hours

SINCE THE INITIAL request for suggestions on how to reduce the Navy's paperwork load went out to the Fleet last year, the Project scrap office has been swamped with mail—but they want more.

Ideas may be forwarded to Director, Project Scrap, Naval Inspector General, Navy Department, Washington, D.C. 20370.

To get in the swing of things with a good background on what type of ideas are needed, read the following. Then look around your office and see what you can come up with.

Some Scrap Results

In support of Project Scrap, a comprehensive review of reports and forms has been conducted throughout the Navy and Marine Corps and the results have been announced (see SecNav Note 5213 of 14 July 1965). The results are impressive: of a total of 158,846 reports and forms reviewed, 22,286 have been eliminated and 8,460 have been improved, for an estimated release of 5,253,205 man-hours per year, and a specific dollar savings (material, equipment, space, etc.) of $691,852.

Also down the drain went a few volumes of paper representing the amount of reports and paperwork scuttled by the suggestions of Lieutenant James A. Ward and Donald E. McKeon, YN1, of U.S. Naval Air Station, Patuxent River, Md. LT Ward's suggestion resulted in the reduction of a 48-page report to one page and McKeon's suggestion, combining an NAS Instruction with a Notice, resulted in a 15-page paperwork savings.

Suggestion

Chow passes are required to admit enlisted men to a mess hall. Some units—particularly aircraft squadrons—will frequently have groups of men temporarily located at different stations, and often such a group will move several times in a month. This requires issuing new chow passes to cover each move.

It is recommended that a standardized chow pass be issued which, in the hands of an authorized user, would be good at any naval station.

A Lieutenant Commander, USN

Discussion

The Bureau of Supplies and Accounts informs us that there is no requirement that meal passes be reissued each time a mobile unit moves from one activity to another. The passes should be issued and controlled by the command to which personnel are attached, and a meal pass issued by any command should be accepted as valid by any general mess. Of course, a meal pass should be recalled by the issuing command when the individual to whom it was issued is detached, or given any monetary allowance in lieu of subsistence in kind. The "BuSandA Manual" will be revised to clarify these instructions.

Suggestion

A note to activities which prepare and distribute instructions and notices to Fleet units: Be realistic when making up your distribution lists. Submarines, for example, are not too much concerned with the technical requirements for repainting shipboard helmets that have become shiny with use and unsuitable for camouflage.

Suggestion

A recent suggestion recommended that the current practice of mailing the receipt portion of the Officer's Fitness Report to the individual reported upon be discontinued. The receipt portion would, instead, be given directly to the officer by the reporting senior. This would eliminate roughly 100,000 pieces of mail each year.

Discussion

Before the adoption of the fitness report receipt, numerous recommendations were made to the Chief of Naval Personnel to adopt a page for the officer's service record on which would be listed all fitness reports submitted. Other recommendations proposed a return to the fitness report tear-off sheet which was used before 1951. The governing factor is the individual officer's desire to know that all of his fitness reports are on file at the Bureau, and thus available to selection boards. Unfortunately, neither a record entry in the field service record nor the delivery of a tear-off sheet at the time a report is made out, is any assurance that the report will, in fact, reach the Bureau and be filed.

It would also be difficult, in many cases, to make service record entries or hand a tear-off sheet to the officer, since most detachment reports are made out after the officer leaves.

The present system gives the officer a receipt which shows that his report has actually reached the Bureau and, by keeping all of his receipts, the officer can insure continuity.

In the case of Reserve officers conducting two weeks' active duty for training, the receipt is the only indication that a report was submitted.

Any savings which would accrue from not mailing the receipt would, of course, be welcome; however, it is felt that the overriding factor is the morale of the individual officer, who is the person most directly concerned with the information provided.

Add to the SCRAP Heap:

Why not make all Navy manuals loose leaf so that appropriate changes and amplifying or superseding instructions and notices can be inserted right in the manual which they affect?

T. C. Greaber, ENS, USN

• *The advantages of interfiling instructions and notices with the manuals they modify would be substantial, and in some cases this can be done without difficulty.*

Binding specifications for publication-type directives are the same as letter-type directives. Therefore, all publication-type directives should be punched for filing in standard three-ring binders. It is recognized, however, that there are a number of different type binders in use that will not accept standard three-hole punching. Recommendations were made concerning the adoption of one standard Navy Department binder to serve most needs, but it was decided that cost factors involved in replacement of all binders now in the system would be prohibitive.

At present, bureaus and offices are being encouraged to settle on standardized binders for their own programs, and eventually considerable improvement is expected.

The practice of issuing binders with printed or stamped titles is being discouraged, utilizing instead a printed title card inserted in a window on the binder spine. Thus, all binders would be re-usable.

Table of Active Duty Service Pay and Allowances

MONTHLY BASIC PAY (Based on Cumulative Years of Service, Active and Inactive)

RANK OR PAY GRADE	Under 2 Yrs.	Over 2 Yrs.	Over 3 Yrs.	Over 4 Yrs.	Over 6 Yrs.	Over 8 Yrs.	Over 10 Yrs.	Over 12 Yrs.	Over 14 Yrs.	Over 16 Yrs.	Over 18 Yrs.	Over 20 Yrs.	Over 22 Yrs.	Over 26 Yrs.	Over 30 Yrs.
O-10 Admiral	$1,380.00	$1,428.80	$1,428.90	$1,428.80	$1,428.80	$1,483.20	$1,485.20	$1,587.20	$1,597.20	$1,711.20	$1,711.20	$1,825.20	$1,825.20	$1,939.50	$1,939.50
O-9 Vice Admiral	1,223.10	1,254.90	1,282.20	1,282.20	1,282.20	1,314.60	1,314.60	1,568.90	1,568.90	1,483.20	1,463.20	1,597.20	1,597.20	1,711.20	1,711.20
O-8 Rear Admiral (Upper Half)	1,107.90	1,140.20	1,137.90	1,167.90	1,167.90	1,254.90	1,254.90	1,514.60	1,314.60	1,568.90	1,428.90	1,483.20	1,642.90	1,542.90	1,542.90
O-7 Rear Admiral (Lower Half)	920.40	983.40	983.40	983.40	1,026.90	1,026.30	1,083.60	1,036.60	1,140.90	1,254.90	1,541.30	1,341.90	1,341.90	1,841.90	1,541.90
O-6 Captain	681.30	748.70	798.60	793.60	798.60	798.60	793.60	793.60	825.90	856.10	1,005.90	1,026.90	1,066.60	1,178.70	1,178.70
O-5 Commander	545.40	641.10	684.60	684.30	634.60	634.60	706.20	744.00	733.20	352.90	901.80	928.30	961.50	961.50	961.50
O-4 Lieutenant Commander	460.20	559.30	597.60	597.60	608.40	635.70	673.90	717.00	749.70	732.40	804.00	804.00	804.00	804.00	804.00
O-3 Lieutenant	427.30	477.90	510.60	565.20	592.20	618.80	645.50	678.90	685.40	695.40	685.40	636.40	695.40	695.40	695.40
O-2 Lieutenant junior grade	342.60	407.40	439.00	505.20	513.00	516.00	516.00	513.00	516.00	513.00	516.00	516.00	516.00	516.00	516.00
O-1 Ensign	294.60	325.80	407.40	407.40	407.40	407.40	407.40	407.40	407.40	407.40	407.40	407.40	407.40	407.40	407.40
O-3	.....	.....	.....	$566.20	$592.20	$618.80	$646.50	$678.30	$706.20	$706.20	$786.20	$706.20	$706.20	$706.20	$706.20
O-2 Credited with 4 years' enlisted	.....	.....	.....	505.20	516.00	532.20	559.80	581.40	587.60	597.60	597.60	597.60	597.60	597.60	597.60
O-1 service	.....	.....	.....	407.40	434.70	450.90	467.10	485.30	505.20	505.20	505.20	505.20	505.20	505.20	505.20
W-4 Chief Warrant Officer	$435.60	$467.10	$467.10	$477.90	$493.80	$521.40	$543.00	$581.40	$608.40	$630.30	$646.50	$668.10	$690.00	$744.00	$744.00
W-3 Chief Warrant Officer	386.10	429.30	429.30	434.70	440.10	472.50	498.30	516.00	552.20	543.40	565.20	586.30	608.40	630.30	630.30
W-2 Chief Warrant Officer	342.60	375.00	375.00	385.30	407.40	423.50	445.50	461.70	477.80	494.40	510.60	526.30	548.40	548.40	548.40
W-1 Warrant Officer	288.90	331.50	331.50	353.30	375.00	381.20	407.40	423.90	440.10	456.50	472.50	488.00	489.00	483.00	489.00
E-9 Master Chief Petty Officer	.....	.....	.....	.....	.....	.....	$494.70	$506.10	$517.80	$529.20	$540.60	$551.70	$580.50	$636.90	$636.90
E-8 Senior Chief Petty Officer	.....	.....	.....	.....	.....	$415.20	426.60	438.00	449.40	460.80	472.20	483.60	512.10	568.80	538.80
E-7 Chief Petty Officer	$261.00	$312.80	$324.30	$335.70	$347.10	358.20	369.60	381.50	393.40	409.50	420.90	426.60	455.10	512.10	512.10
E-6 Petty Officer 1st Class	225.00	273.00	284.40	295.80	307.50	318.60	330.00	347.10	358.20	369.60	375.60	375.60	375.60	375.60	375.60
E-5 Petty Officer, 2nd Class	194.10	233.10	250.50	261.60	273.70	280.10	301.50	312.90	513.60	318.60	318.60	318.60	518.60	518.60	518.60
E-4 Petty Officer, 3rd Class	138.50	204.30	216.00	253.10	244.80	244.80	244.80	244.80	244.80	244.30	244.30	244.30	244.80	244.80	244.80
E-3 SN, etc.	117.90	164.70	176.40	187.30	187.30	187.30	187.80	187.30	187.30	187.80	187.80	187.30	187.80	187.30	187.50
E-2 SA, etc.	97.50	136.50	136.50	186.50	156.50	136.50	136.50	133.50	136.50	156.50	155.50	136.50	136.50	156.50	136.50
E-1 (Over 4 months) SR, etc.	93.30	125.10	125.10	125.10	125.10	125.10	125.10	125.10	125.10	125.10	125.10	125.10	125.10	125.10	125.10
E-1 (Under 4 months)	87.90	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

HAZARDOUS DUTY PAY (Aviation Pay for Crew Members and Submarine Duty Pay)
(Note that increases end with more than 18 years of service)

RANK OR PAY GRADE	Under 2 Yrs.	Over 2 Yrs.	Over 3 Yrs.	Over 4 Yrs.	Over 6 Yrs.	Over 8 Yrs.	Over 10 Yrs.	Over 12 Yrs.	Over 14 Yrs.	Over 16 Yrs.	Over 18 Yrs.	Over 20 Yrs.	Over 22 Yrs.	Over 26 Yrs.	Over 30 Yrs.
O-10 Admiral	$165.00	$165.00	$165.00	$165.00	$165.00	$165.00	$165.00	$165.00	$165.00	$165.00	$165.00	$165.00	$165.00	$165.00	$165.00
O-9 Vice Admiral	165.00	165.00	165.00	165.00	135.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00
O-8 Rear Admiral (Upper Half)	155.00	155.00	165.00	165.00	165.00	165.00	165.00	135.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00
O-7 Rear Admiral (Lower Half)	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00	150.00
O-6 Captain	200.00	200.00	215.00	215.00	215.00	215.00	215.00	215.00	215.00	220.00	245.00	245.00	245.00	245.00	245.00
O-5 Commander	190.00	190.00	205.00	205.00	205.00	205.00	205.00	210.00	225.00	250.00	245.00	245.00	245.00	245.00	245.00
O-4 Lieutenant Commander	170.00	170.00	185.00	185.00	185.00	195.00	210.00	215.00	220.00	230.00	240.00	240.00	240.00	240.00	240.00
O-3 Lieutenant	145.00	145.00	155.00	165.00	180.00	185.00	180.00	200.00	205.00	205.00	205.00	205.00	205.00	205.00	205.00
O-2 Lieutenant junior grade	115.00	125.00	150.00	150.00	160.00	165.00	170.00	180.00	185.00	185.00	185.00	185.00	185.00	185.00	185.00
O-1 Ensign	100.00	105.00	155.00	135.00	140.00	145.00	155.00	160.00	170.00	170.00	170.00	170.00	170.00	170.00	170.00
W-4 Chief Warrant Officer	$115.00	$115.00	$115.00	115.00	$120.00	$125.00	$155.00	$145.00	$155.00	$130.00	$165.00	$165.00	$135.00	$165.00	$165.00
W-3 Chief Warrant Officer	110.00	115.00	115.00	115.00	120.00	120.00	125.00	135.00	140.00	140.00	140.00	140.00	140.00	140.00	140.00
W-2 Chief Warrant Officer	105.00	110.00	110.00	110.00	115.00	120.00	125.00	130.00	135.00	185.00	135.00	135.00	135.00	135.00	155.00
W-1 Warrant Officer	100.00	105.00	105.00	105.00	110.00	120.00	125.00	150.00	130.00	130.00	130.00	130.00	130.00	130.00	150.00
E-9 Master Chief Petty Officer	$105.00	$105.00	$105.00	$105.00	$105.00	$105.00	$105.00	$105.00	$105.00	$105.00	$105.00	$105.00	$105.00	$105.00	$105.00
E-8 Senior Chief Petty Officer	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	135.00	105.00	105.00	105.00	105.00	105.00
E-7 Chief Petty Officer	80.00	85.00	85.00	85.00	90.00	95.00	100.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00
E-6 Petty Officer, 1st Class	70.00	75.00	75.00	80.00	85.00	90.00	95.00	95.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
E-5 Petty Officer, 2nd Class	60.00	70.00	70.00	80.00	80.00	85.00	90.00	95.00	95.00	95.00	95.00	95.00	95.00	85.00	95.00
E-4 Petty Officer, 3rd Class	55.00	65.00	65.00	70.00	75.00	80.00	80.00	80.00	80.00	80.00	80.00	80.00	80.00	80.00	80.00
E-3 SN, etc.	55.00	30.00	60.00	60.00	60.00	30.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00
E-2 SA, etc.	50.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	50.00	60.00	60.00	60.00	60.00	60.00
E-1 Recruit	50.00	55.00													
Aviation Cadets	50.00														

RANK OR PAY GRADE	OTHER SPECIAL AND HAZARDOUS DUTY PAY (Per month): Sea Pay and Certain Other Special Pay	Other Hazardous Duty Pay	Hostile Fire Pay	SUBSISTENCE ALLOWANCE (with or without dependents)	BASIC QUARTERS ALLOWANCE: Grade	No dependents	With dependents
O-10	Not Eligible	$110.00	$65.00	$47.88	O-10	$130.20	$201.00
O-9					O-9	160.20	201.00
O-8					O-8	160.20	201.00
O-7					O-7	160.20	201.00
O-6					O-6	140.10	170.10
O-5					O-5	130.20	157.50
O-4					O-4	120.00	145.05
O-3					O-3	105.00	150.05
O-2					O-2	95.10	120.00
O-1					O-1	85.20	110.10
W-4	Not Eligible	$110.00	$65.00	$47.88	W-4	$120.00	$145.05
W-3					W-3	105.00	130.05
W-2					W-2	95.10	120.00
W-1					W-1	85.20	110.10
E-9	$22.50	$55.00	$55.00	Daily rate of $2.57 when rations in kind are not available. When permission is granted to mess off base, you draw ComRats at the rate of $1.09 (CONUS) or $1.13 (overseas) a day. Leave, hospital, and field rations are likewise paid at the rate of $1.09 or $1.13 per day.	E-9	$85.20	$120.00
E-8	22.50				E-8	85.20	120.00
E-7	22.50				E-7	75.00	114.30
E-6	20.00				E-6	70.20	110.10
E-5	16.00				E-5	70.20	105.00
E-4	15.00				*E-4	70.20	105.00
E-3	9.00				**E-4	55.20	See explanation in tabs below
E-2	8.00				E-3	55.20	
E-1	8.00				E-2	55.20	
					E-1	55.20	

*More than four years' service.
**Four years' service or less.

IN FIGURING your gross Navy income under the new pay table, be sure to include all the types of pay and allowances to which you are entitled. Here are other special types of pay:

P-1, P-2, P-3 PAY—Enlisted personnel in certain ratings and skills in which large amounts of Navy training money have been invested, and in which manpower shortages exist, may be awarded proficiency pay as a career incentive. Those in designated critical skills who are otherwise eligible and recommended may draw varying monthly awards of P-1 $50, P-2 $75, or P-3 $100.

DIVING PAY—Designated officers and enlisted men employed as divers may receive special diving pay. Amounts are $110 per month for officers, and from $55 to $100 monthly for enlisted men, depending on diver classification.

PHYSICIANS' AND DENTISTS' PAY—Medical officers are entitled to special pay while serving on active duty. Payments range from $100 to $350 monthly, based on the number of years served on active duty.

INCOME TAX EXCLUSION—Members serving in designated combat areas (at present, those serving in Vietnam and in defined sea areas around Vietnam qualify) are exempt from paying income tax on pay received each month when any part of that month was spent in the designated area. For enlisted personnel in such areas, all pay is excluded from income tax. For officers, exclusion is provided on the first $200 of monthly pay.

CLOTHING ALLOWANCE—Basic Maintenance Allowance for enlisted members with over six months but under three years' service is $4.20 per month. Thereafter, Standard Maintenance Allowance is $6.00 monthly. CPOs draw BMA at $6.00 a month for three years, then draw SMA at $7.20 per month.

IN ADDITION—You may, on occasion, be eligible for other pay and allowances that are awarded under certain specific conditions, such as REENLISTMENT BONUSES; FAMILY SEPARATION ALLOWANCE; DISLOCATION ALLOWANCE; PER DIEM; STATION ALLOWANCES

QUARTERS ALLOWANCES AND ALLOTMENT REQUIREMENTS FOR MEN IN GRADE E-4 (less than four years' service) AND BELOW.

The columns at right apply only to enlisted personnel in pay grade E-4 (less than four years' service) and below, who have dependents. Amounts of BAQ vary, according to pay grade and number of legal dependents. A minimum contribution from basic pay ($40.00 monthly) is required for BAQ entitlement. A sum equal to the quarters allowance (column A) is combined with the contribution from basic pay (column B). The total of A and B is equivalent to the minimum monthly allotment to dependents.

PAY GRADE	A: BASIC ALLOWANCE FOR QUARTERS: 1 depend.	2 depend.	3 depend.	B: CONTRIBUTION FROM BASIC PAY	A+B=: MINIMUM MONTHLY ALLOTMENT TO DEPENDENT(S): 1 depend.	2 depend.	3 depend.
E-4	$85.10	$85.10	$105.00	$40.00	$125.10	$125.10	$145.00
E-3	55.20	85.10	105.00	40.00	95.20	125.10	145.00
E-2	55.20	85.10	105.00	40.00	95.20	125.10	145.00
E-1	55.20	85.10	105.00	40.00	95.20	125.10	145.00

Prepared by ALL HANDS Magazine

It's Aloha Whether You're Coming or Going in Happy Hawaii

You've received your orders. You know where you're going. You're anxious to get your family settled after their long journey and to take care of those personal problems incident to arrival in a strange city. You know your sponsor will be on hand to help you in the immediate problems of locating your luggage, personal transportation, and temporary lodging.

But what's it really going to be like?

We can't tell you, of course. Every new duty station is different for every Navyman and his family.

We can, however, give you an idea of the outward aspects. Take Hawaii, for instance. This is a report on duty in Oahu as told to us by the people who are there today.

IN THE FIRST PLACE, Hawaii is approximately 2400 miles southwest of San Francisco and consists of a narrow archipelago stretching 1500 miles in a northwest-southeast direction.

The principal portion of the chain consists of seven islands located in the extreme southeastern portion of the group. These islands are called, from southeast to northwest, Hawaii, Maui, Lanai, Molokai, Oahu, Kauai, and Niihau. Honolulu (which is the capital, chief city and port) and Pearl Harbor are on Oahu.

According to a 1964 estimate, Hawaii's population was 730,585. About four-fifths of these people live on Oahu; 337,000-plus within the city of Honolulu. There are about 128,000 armed forces personnel and families stationed in the Islands. Hawaii serves as the headquarters for the world's largest military unified command—the Pacific Command. It covers 85 million square miles and is served by over 400,000 armed forces personnel.

As a city, Honolulu is equal to (or superior, say our correspondents) Mainland cities of the same size. Department stores, banks, schools, entertainment opportunities, medical and dental services, and availability of material and supplies are on a par with comparable Mainland cities.

However, the cost of living is substantially higher than in most areas of the Mainland, and commissary and exchange privileges do not entirely offset this differential. No cost-of-living allowances are currently authorized.

Climate—Hawaii's climate is mild. Situated in mid-Pacific and influenced by the ocean currents and tradewinds from the northeast, the Islands enjoy an average temperature which is lower than the latitude would indicate, and which makes the climate subtropical rather than tropical. Because of the mountains, the amount of rain which falls varies within a short distance.

The temperature is just about perfect. For many years the average daily range has been 9.5 degrees. The average temperature at Honolulu is 75.2.

Dependent Travel—Since entry approval to the Hawaiian area is not required, you will have to decide whether or not the family should travel with you. However, because it takes so long to find local housing, and because the cost of living in temporary quarters is so high, you are encouraged to leave your dependents on the Mainland until suitable housing can be found. Many men have been unable to find permanent quarters before their Temporary Lodging Allowance has expired—which often meant serious financial difficulty.

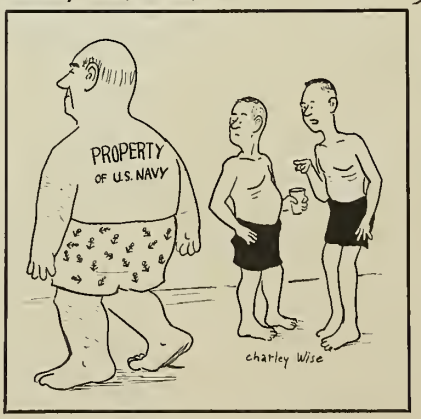
If, despite this warning, you still want concurrent travel, you should notify the Commandant, Twelfth Naval District, of the estimated date that dependent transportation is wanted and the address at which you can be contacted.

A brochure entitled *Overseas Transportation for Dependents* is distributed by Com 12 and will be helpful. If requested, Com 12 will provide help in finding hotel reservations. Upon arrival in San Francisco, report to the District Passenger Transportation Office, 12th Naval District.

The normal overseas tour length for the Hawaiian area is 24 months without dependents, and 36 months for those with command-sponsored dependents. These are defined as military dependents authorized to travel overseas at government expense upon permanent change of station of their sponsor provided he has sufficient obligated service to cover the tour.

If you are ordered overseas on an unaccompanied basis, you are not encouraged to bring your dependents commercially. However, if your dependents do arrive in the area in a tourist status, or if you acquire dependents while overseas, and permanent residence is established, the Commandant will consider requests for declaration of "command-sponsored" dependents, provided you have sufficient obligated service to complete a normal (36 months) tour of duty. BuPers Inst. 1300.26 series has additional information.

All-Navy Cartoon Contest
Charley Wise, HMCS, USN



"There's what I call a career sailor!"

Automobiles

You may ship your automobile to Hawaii in either MSTS or commercial vessels free of charge.

Shipment is made on a "space required" basis for officers and enlisted personnel of pay grade E-4 with more than four years' service, and higher. It is on a "space available" basis for lower pay grades.

Shipment is made from NSD Seattle, NSC Oakland and NSC San Diego. Apply to one of these facilities, sending two certified copies of your orders, as soon as possible after receiving your orders. The time of receipt of your application will most likely govern the priority of shipment of your car, so prompt action in submitting your application will be to your advantage. NSC Oakland will process your application if you depart from San Francisco.

When you deliver your car for shipment, you must furnish proof of ownership or written permission from the legal owner to ship it. Don't leave any gear in the car other than a spare tire and car tools.

When you arrive in Hawaii, report your name and telephone number to the Household Goods and Auto-

motive Section in Pearl Harbor. This will help them to notify you when your car arrives.

Within 10 days after your car arrives, you must obtain either Hawaiian license plates and registration or a Motor Vehicle Permit which entitles you to continue to use your out-of-state plates and registration. Base passes are issued only for vehicles covered by liability insurance. Autos must also have a safety inspection sticker. These are issued by Navy Exchange garages.

Non-residents over 20 years of age who have a valid driver's license from another state may drive in Hawaii for 90 days. A Hawaiian driver's license must then be obtained. The present fee is $3.00.

A minor is not permitted to drive until he has filed with the Honolulu Police Department a properly notarized parental consent card. Other licensing requirements also apply.

Transportation—It will be at least two weeks before your auto arrives from the Mainland, and this may mean some hardship if you live off base. However, there is adequate bus service between Pearl Harbor and Barber's Point and the various residential sections of the city.

Hawaii is a good place to bring an older car, or a small sports car if you prefer. Maximum speed limit is 45 mph (25 mph in most urban areas); and consequently if you own a new car with high compression engine, you will have little chance to let it really run.

Gasoline and accessories are considerably higher than on the Mainland. Premium gasoline costs about $.43 per gallon off base.

Housing

Furnished or unfurnished public quarters are available for officers, and both furnished public quarters and unfurnished rental housing are available for enlisted personnel.

Public quarters are furnished with a basic allowance of furniture which includes mattresses, lamps, rugs, appliances (range, refrigerator and water heater). The rent charged is forfeiture of BAQ.

Rental housing for enlisted personnel is unfurnished except for range, refrigerator and water heater. Rental rates, including utilities, are: one bedroom, $55.50; two bedrooms, $68.00; three bedrooms, $78.75. A $10 security charge, which is refundable when you leave, is also required.

Waiting periods for permanent housing in the Pearl Harbor area vary considerably. During the summer months, there is usually a large turnover, and the waiting period is shorter. Generally speaking, the estimated waiting periods might run something like this:

	Furnished	Unfurnished
1 Bedroom	Enl—6-8 manths CPO—On arrival	8 months
2 Bedroom		
CDR	4 manths	Enl—8 months
LCDR	1 month	CPO—1-12 months
Lt and below	2-4 months	
3 Bedroom		
CDR	3-4 manths	Enl—10-12 months
LCDR	5-6 months	CPO—10-12 months
LT and below	5 months	
4 Bedroom		
CDR	8 months-indef.	Enl—10 months
LCDR	6 months-indef.	CPO—10-12 months
Lt and below	6 months-indef.	

If you are eligible to have your dependents accompany you, you are entitled to the Temporary Lodging Allowance. This is paid when you are unable to find suitable government or civilian housing and must use civilian accommodations.

It may be granted for 30 days after arrival in Hawaii for duty or for reassignment to another Pacific area. Payment may be extended for an additional 30 days at the discretion of the commanding officer. It is also granted for a five-day period when you leave the area and, at the discretion of the commanding officer, may also be extended an additional five days.

If you are transferred to or from ships homeported in Pearl Harbor, you are also eligible for the TLA. However, if you go to sea for one day or longer while receiving this allowance, you lose your portion while you are at sea. Payment would be authorized only for your dependents. You might keep this in mind while making arrangements with a hotel.

Present TLA rates per day for the Hawaiian area are:

No dependents (if no quarters available)	$ 9.00
One dependent	18.00
Two dependents	22.50
Three or more dependents	27.00

You are expected to arrange for permanent government or civilian

HOW DID IT START

USNA Bandsman Wrote 'Anchors Aweigh'

Navymen, and practically all ather Americans for that matter, are stirred by the strains of "Anchors Aweigh" every time they hear it, and most have heard it from earliest childhood. "Anchors Aweigh," in fact, probably has been played more often than any other college march ever written.

The music for this remarkable composition was written by LT Charles Adams Zimmermann wha was born on 22 July 1861 at Newport, R. I. When he composed the march, LT Zimmermann was a member of the Naval Academy Band which he had joined when he was 21.

In those days, the Naval Academy Band was a civilian contract organization but Zimmermann was still with the arganization on 21 Apr 1910 when its status was changed to Regular Navy. Zimmermann was appointed band leader with the pay and allowances of a second lieutenant in the Marine Corps.

LT Zimmermonn composed the music to "Anchors Aweigh" in 1906 and dedicated it to the Class of '07 which graduated the following June. The march had its first performance at the Army-Novy football gome in the fall of 1906. Apparently the stirring music had a salutary effect on Navy's football team for it ended a long string of defeats by the Army team.

Zimmermann served as leader of the Naval Academy Band for more than 30 years and was, for part of that time, the organist at the Academy Chapel. He dedicated several marches to Naval Academy graduating classes throughout his tenure as band director but nane of his other compositions enjoyed the great popularity of "Anchors Aweigh," although some are still occasionally performed.

While ot the Academy, Zimmermann became something of an institution and was highly esteemed by the students. In 1916, a monument was erected to his memory over his grave "by his Midshipmen friends."

housing as soon as possible after arriving. Because of the high cost of living in the Waikiki resort area, most families are eager to move into suitable government or civilian quarters as soon as possible.

If you want hotel accommodations upon your arrival, write to the officer you are relieving or, in the case of enlisted personnel, to the personnel officer of the command to which you will report. You may also write to the Director, Armed Services Community Housing Office, APO San Francisco 96558. This office is jointly staffed by the five service components on Oahu and serves personnel of all grades.

Private Rentals—If you want private rental (or to buy a home) you are entitled to a station allowance in addition to your basic allowance for quarters.

This allowance is not automatic and must be applied for.

The Armed Services Community Housing Office maintains listings of available rental units and will help you in finding suitable housing. Unfortunately, the demand has exceeded the supply for some time.

Generally speaking, you can expect to pay considerably more and receive less for your money than you would on the Mainland. Furthermore, it often takes a month or more to locate what you want.

One-bedroom units for couples or families with one child are normally available for $85 to $120. These are mostly concentrated in the Waikiki and central Honolulu areas. Multi-bedroom units are available; however, a longer waiting period is generally necessary. Two- and three-bedroom units are normally at $100 to $160. Four-bedroom units are limited and expensive.

Normally rents are lower for larger units located on either the Windward or the Leeward sides of the island. Windward refers to the coastal plain lying on the opposite side of the Koolau mountains, while Leeward refers to the coastal plain across the Waianae range from Honolulu.

Utilities are relatively higher than on the Mainland. Electricity is the primary heating source for cooking. Generally, the higher your home is from sea level, the cooler and damper conditions will be. Few homes have permanent heating systems.

Home owners normally require the tenant to pay for all utilities, yard service and other such fees and to deposit a fee to cover damage during occupancy. Some also demand two months rent in advance.

One word of caution. Many of the older houses are termite infested and, as a consequence, your furniture may be damaged. When looking at prospective rentals, check for signs of termite damage. The presence of termite dust, which resembles sawdust, may be your only clue.

Low Cost Housing—A limited number of units which are Navy controlled but administered by the Hawaiian Housing Authority are allotted to the Armed Services Housing Office for E-4s and below with one or more children. In special emergency cases, units of this type (better known as Veteran's Housing) may be allocated to grades E-5 through E-7. Priority is normally determined by grade and number of dependents through the Armed Services Community Housing Office.

Utilities—Electricity supplied to all residential areas on Oahu is 110 volts, 60-cycle, AC. In some areas, 220 volts are supplied for major appliances. Natural gas is available in some housing areas, not in others.

Household Goods—You are entitled to have your household goods packed and shipped at government expense. Net weight allowances for permanent change of station orders are in compliance with current regulations.

At your destination (Pearl Harbor) you are entitled to:

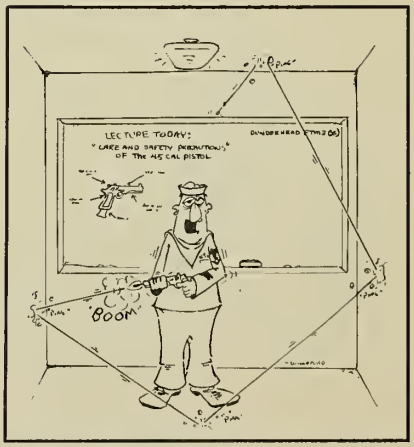
- Delivery of goods to your residence from transient shed or storage.
- Unpacking and setting up of goods at your home.
- Inspection for loss and damage.
- Removal of waste materials.

You are also entitled to temporary storage of household effects at government expense for 90 days. This period may be extended an additional 90 days if circumstances warrant. However, you should make every effort to furnish a delivery address as soon as possible.

If you are assigned furnished public quarters, local arrangements can be made for storage of furniture at government expense, but it must be done within 60 days after you occupy quarters. Once the furniture is permanently stored, it cannot be moved again until you receive permanent change of station orders.

Before shipment, it is suggested that you consult the Household Goods Section of your shipping activity regarding the liabilities of carriers and the advisability of insuring your goods.

G. L. Willeford, FTM2(SS), USN



"Be especially careful when . . . oops."

Wardrobe

Summer uniforms are authorized for year 'round wear. However, you should bring a winter uniform for possible temporary duty to other naval bases where seasons include cold weather. You may wear civilian clothes during off-duty hours while ashore.

Men's aloha shirts are the standard informal dress and are acceptable in most hotels, clubs and restaurants without the coat and tie. Black tie affairs are specified as such and during the winter months either black or white dinner jackets are appropriate.

Women will find play clothes, shirts and slacks are a part of everyday living. For street wear, casual separates or dresses are customary. Sundresses for afternoons and cocktail dresses for special evenings are indicated.

During the winter months, lightweight wool clothing will be used on many days and most evenings. Sweaters and a raincoat are necessary. A Mainland summer weight coat will be almost too warm. Gloves and stockings are a matter of personal preference.

Schools

Kindergarten classes are available at most elementary schools, but attendance is not compulsory. Children who will be five years old on or

before 31 December of the current school year are eligible.

First grade students must be six years old on or before 31 December of the current school year. School attendance is compulsory for all children ages six to 16.

Students who register in Hawaiian schools for the first time are required to have a birth certificate, a health certificate and a record of immunization against smallpox, diphtheria and typhoid fever. Students who transfer from other schools must have a transcript of their previous school records.

Because of the high rate of transfer and enrollment in schools near military installations, you are urged to register your children as soon as you know where you will live during your assignment. Schools are open during the summer for this purpose.

There are several private and parochial schools in Honolulu. Information should be obtained directly from the specific school in which you are interested. As many of these schools cannot accommodate all applicants for admission, it is suggested that you write to the school as soon as possible.

The University of Hawaii is located in Honolulu and offers a wide selection of courses in undergraduate and postgraduate college work. A variety of evening non-credit courses are offered to anyone interested. Write to Director of Admissions, University of Hawaii, Honolulu, Hawaii, for information.

Other colleges offering bachelor degrees include Chaminade College of Honolulu, The Church College of Hawaii at Laie, Oahu, and Jackson College in Honolulu.

There are also several private business and technical schools.

Recreation—Recreation is outstanding. Year round golf, swimming, fishing, tennis, boating and team sports are possible. Pools and beaches maintained by the military are supplemented by parks and recreation areas directed by the State Board. Hunting is permitted in some areas. Kilauea Military Camp offers extensive recreation facilities for personnel on leave and their dependents.

The Armed Forces YMCA and the Honolulu YWCA, both in downtown Honolulu, offer many recreational services.

Medical and Emergency Services—Outpatient medical care is provided for the service personnel and their dependents at the naval medical facility that keeps the serviceman's records. When necessary, the medical facility will arrange for further care at Tripler Army Hospital.

Aloha Kits—The Navy Relief Society has some aloha kits available on a loan basis. These consist of kitchen utensils, silverware, dishes and linens. In addition, items such as baby cribs, playpens and high chairs may be rented at small cost. Nevertheless, it is recommended that you bring these items with you if you have them, as there are not enough such kits available to supply the demand.

Commissaries and Exchanges—Commissary and Exchange privileges are extended to all naval personnel and authorized dependents at all Armed Forces activities. Prices of foodstuffs and merchandise are generally lower than, or compare favorably with, prices in Honolulu. Exchanges generally stock more items than their CONUS counterparts. For example, they carry freezers, washing machines, television sets and auto tires.

List of New Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by a (C) and those in the various wide-screen processes by a (WS).

She (2974) (WS) (C): Melodrama; Peter Cushing, Ursula Andress.

Wild Seed (2975): Drama; Michael Parks, Celia Kaye.

Zebra In The Kitchen (2976) (C): Comedy; Jay North, Andy Devine.

Secret of Blood Island (2977): Melodrama; Barbara Shelley, Jack Hedley.

On The Avenue (2978): Dick Powell, Madeleine Carroll (Re-issue).

The Saracen Blade (2979): Ricardo Montalban, Betta St. John (Re-issue).

Operation Crossbow (2980) (WS) (C): Drama; Sophia Loren, George Peppard.

The Art of Love (2981) (C): Comedy; James Garner, Elke Sommer.

Sherlock Holmes And The Deadly Necklace (2982): Christopher Lee, Hans Sohnker.

Doctor In Distress (2983): Comedy Drama; Dirk Bogarde, Samantha Eggar.

Captain Lightfoot (2984): Rock Hudson, Barbara Rush (Re-issue).

All I Desire (2985): Barbara Stanwyck, Richard Carlson.

Major Dundee (2986) (WS) (C): Melodrama; Charlton Heston, Senta Berger.

A Very Special Favor (2987) (C): Comedy; Rock Hudson, Charles Boyer.

A Thousand Eyes Of Dr. Mabuse (2988): Mystery Drama; Gert Frobe Werner Peters.

The Naked Brigade (2989): Shirley Eaton, Ken Scott.

Glenn Miller Story (2990): James Stewart, June Allyson (Re-issue).

Forbidden (2991): Drama; Tony Curtis, Joanne Dru.

It's A Mad, Mad, Mad, Mad, World (2992) (WS) (C): Comedy; Sid Caesar, Milton Berle.

Shenandoah (2993) (C): Drama; James Stewart, Doug McClure.

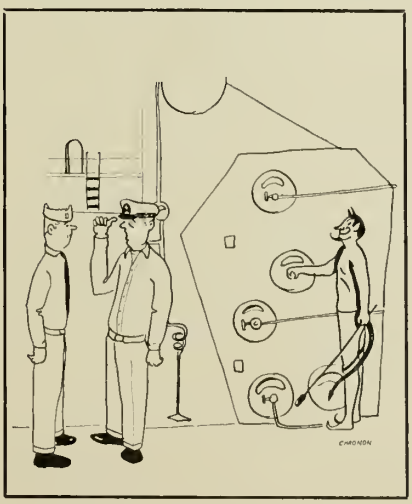
I'll Take Sweden (2994) (C): Comedy; Bob Hope, Tuesday Weld.

Young Dillinger (2995): Melodrama; Nick Adams, Mary Ann Mobley.

Magnificent Obsession (2996): Jane Wyman, Rock Hudson (Re-issue).

Dawn At Socorro (2997): David Brian, Kathleen Hughes (Re-issue).

All-Navy Cartoon Contest
F. I. Chagnon, RD1, USN



"Best burnerman we've ever had."

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs as well as current BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

(This is a summary of directives of outstanding interest issued during the preceding three months).

Alnavs

No. 25—Announced the nomination of Admiral David L. McDonald for a second two-year term as Chief of Naval Operations.

No. 26—Announced approval by the President of the names of officers nominated to the grade of rear admiral.

No. 27—Directed that ship's stores afloat discontinue collection of retail excise tax on 22 June.

No. 28—Announced that, as a result of a Comptroller General decision of 14 June, payment of submarine pay will continue until otherwise directed.

No. 29—Directed that the phrase "for Navy and Marine Corps members" be included in *Navy Travel Instructions,* paragraph 9052-8A.

No. 30—Announced that fiscal year 1966 selection boards would convene to recommend line officers in the grade of commander on active duty (except TARs) for promotion to the grade of captain.

No. 31—Contained a farewell message from Assistant Secretary and Under Secretary Kenneth E. Belieu.

No. 32—Announced assumption by The Honorable Robert H. B. Baldwin of the duties of Under Secretary of the Navy, succeeding the Honorable Kenneth E. Belieu.

No. 33—Requested the names of finance companies who may have been the subject of complaints from service personnel.

No. 34—Provided for the declassification or downgrading of certain classified material.

No. 35—Established the date of 1 Jul 1962 or earlier as promotion zone for those unrestricted line and restricted line officers eligible for promotion to the grade of captain.

No. 36—As a mark of respect to the memory of the Honorable Adlai E. Stevenson, all ships and stations were directed to half-mast colors until the day of interment.

No. 37—Discussed income tax procedures for dislocation allowances.

No. 38—Stated that interment of Adlai Stevenson would be at Bloomington, Ill., on 19 July.

No. 39—Designated the period 26 through 30 July as Defense Cost Reduction Week.

No. 40—Announced approval by the President of the report of the selection board which recommended Marine Corps officers for temporary promotion to the grade of major general.

No. 41—Announced approval by the President of the report of the selection board which recommended Marine Corps officers for temporary promotion to the grade of brigadier general.

No. 42—Required immunization against cholera for those assigned to duty in Iran or Iraq.

No. 43—Announced that Donald L. Hamilton, ADR1, Naval Air Facility, Andrews Air Force Base, had won the national pistol championship.

No. 44—Announced approval by the Secretary of the Navy of the report of the selection board which recommended Marine Corps officers for temporary promotion to the grade of colonel.

No. 45—Announced deferment of release of officers on a selective basis and extension of obligated service of enlisted personnel for four months.

No. 46—Announced approval by the Secretary of the Navy for the President of the report of a selection board which recommended line officers to the grade of captain.

No. 47—Announced the authorization of an increase in the number of Navy flag officers in certain categories.

No. 48—Directed the suspension from issue and use of certain drugs.

No. 49—Announced signature by the President of the military pay bill on 21 August.

No. 50—Provided further information concerning implementation of the military pay bill.

Instructions

No. 1120.18K—Outlines the eligibility requirements and processing procedures whereby USN personnel may seek appointment to warrant or commissioned status via the Integration program, the Warrant Officer program and the Limited Duty Officer program.

No. 1440.18C—Provides information concerning the rating conversion of petty officers in pay grades E-4 through E-6 by formal school or in-service training.

No. 1520.6K—Provided information on officer submarine training and prescribed the method of application.

No. 1120.37—Describes the eligibility requirements and procedures whereby enlisted personnel of the Hospital Corps may apply for assignment to the Navy Enlisted Nursing Education program.

No. 1210.13—Discussed the criteria to be used in the identification of unrestricted line officers qualified in subspecialty areas and sets forth the manner by which those qualified and partially qualified may be identified.

No. 1510.69I—Outlines the eligibility requirements and procedures whereby USN enlisted personnel may apply for assignment to the Navy Enlisted Scientific Education Program (NESEP), which leads to commissioning in the Regular Navy as unrestricted line officers.

No. 1520.20C—Establishes eligibility requirements and invites applications for flight training or naval flight officer training from officers and officer candidates.

No. 4650.15—Expands the provisions of the *BuPers Manual* and interprets the provisions of *Joint Travel Regulations* and decisions of the Comptroller General in relation to circuitous travel.

Notices

No. 1120 (14 July)—Announced the selection of personnel for training leading to appointment as ensign in the unrestricted line or staff corps, USN, and for appointment to Warrant Officer W-1.

No. 1306 (14 July)—Announced the sea duty commencement cutoff dates which established the eligibility of enlisted personnel for Seavey C-65.

No. 1440 (10 August) Announced changes to the qualifications for advancement in rating for sonar technician (ST).

No. 1020 (11 August) Announced instructions for wearing the Aircrew Breast Insignia on a permanent basis.

No. 1440 (20 August)—Announced the termination of acting

appointments as chief petty officer, and authorized the change in status of personnel now serving as chief petty officer, acting appointment, to permanent chief petty officer.

No. 4650 (20 August)—Discussed the transportation of military personnel from the United States (less Alaska and Hawaii) to overseas destinations.

No. 1130 (1 June) — Acknowledged response to Alnav 15 which requested enlisted volunteers for Viet Nam.

No. 1212 (3 June)—Announced the redesignation of the Limited Duty Officer Surface Ordance (610), Ordnance Control (611), and Under water Ordnance (612) categories and designators into a single category and designator, Ordnance (615).

No. 5215 (18 June)—Announced the release of *Financial Management Handbook for Permanent Change of Travel* (NavPers 15982) and cancelled certain relevant instructions.

MSC Commissions Available to Top Men In HM and DT Ratings

A COMMISSION in the Supply and Administration Section of the Navy's Medical Service Corps awaits the energetic and competent hospital corpsmen and dental technicians planning to pursue a military career.

The need for varied administrative and managerial skills in the field of Navy medicine is continuing to increase. Officers of the Supply and Administration Section, for example, are trained and experienced in many facets of medical and institutional supply, personnel management and patient affairs, food service, maintenance, all fiscal matters, and public relations, and are assuming an ever greater responsibility in the administration of the Navy Medical Department.

The Medical Service Corps concept of "promotion from within" is readily apparent, as reflected by the procurement policies governing the filling of more than 95 per cent of the annual officer vacancies in the Supply and Administration Section of this Corps. Each year, selections for these appointments are made from senior enlisted hospital corpsmen and dental technicians serving on active duty in pay grades E-6 through E-9.

How does one apply for such an appointment? By meeting the criteria outlined in BuPers Inst. 1120.15 series. No instruction, however, can outline in specific detail the combination of all factors that ultimately lead to such an appointment. The most significant factors are controlled by the individual concerned, and without proper preparation for such an important step in career planning, you will be at a disadvantage in competing with the other outstanding personnel aspiring to appointment in the MSC.

As a junior hospital corpsman or dental technician whose ultimate goal is to obtain commissioned status, you should develop and pursue a well planned self-improvement program early in your career. This may be done in various ways, such as actively participating in Navy or USAFI correspondence course programs, or enrolling in part-time, off-duty courses of instruction at civilian institutions when the opportunity to do so is present.

In applying for a commission under this program the first, and generally considered the most difficult hurdle you must overcome is the Officer Selection Battery Test (OSB).

Unless you score a relatively high mark on this examination, you cannot hope to progress further in your quest for an MSC commission. You should begin preparation early in your career for this examination, which is designed to measure your educational background and ability.

For the past three years approximately 600 candidates applied each year for an average of 50 vacancies in the Supply and Administration Section of the Medical Service Corps. About 50 per cent failed to achieve a high enough score on the OSB to continue in the program.

One aspect of the OSB which seems to be the biggest stumbling block for many applicants is the mathematics section. This portion of the exam includes a wide variety of mathematics, progressing from simple arithmetic through algebra, geometry and trigonometry. A complete, basic knowledge of mathematics is a prerequisite.

Another area in which some candidates have encountered difficulty is the English section, in which reading comprehension and word study are emphasized. Reading can be the key to this problem. If you encounter a word that you do not recognize, you'll find that looking it up will enlarge your vocabulary and improve reading. Word problems, special self-study texts and even crossword puzzles are helpful.

The Officer Selection Battery Test also covers subjects such as naval knowledge, history, social sciences and physics. The BuPers instruction also lists a recommended course of study in preparation for the OBS.

In addition to the foregoing, candidates for the MSC in-service procurement program for supply and administration officers will also be required to take a written professional examination designed to determine their knowledge in all fields related to medical administration.

This examination will include general Navy organization and administration, customs and traditions of the services, and Medical Department administration including, but not restricted to, the areas of: personnel administration, patient affairs, fiscal and supply, food service, military justice and general naval orientation.

Applicants should be prepared to take an essay-type examination where, given a set of facts, they must display the ability to recognize the problem, think of the concepts involved, and write a logical solution.

The most important single factor in successful completion of this examination, however, is in long-term planning. Study should begin at an early point in your career. The ability to think, reason, and apply sound judgment to practical problems is not gained overnight, or in a concerted session of cram study. It is only through study over a long period of time that you can develop your ability to make sound and logical decisions based upon facts.

The future outlook for appointment as MSC Supply and Administration officers is encouraging. It is anticipated that there will be a requirement for at least 50 new officers each year for the next five years in order to fill vacancies caused by attrition of officers in this category.

Too much emphasis cannot be placed on the fact that planning properly, well in advance, pays dividends, and the man who takes advantage of the opportunities offered can experience a rewarding and satisfying career as an officer in the Medical Service Corps, USN.

—C. B. Longest, LCDR, MSC, USN

LETTERS TO THE EDITOR

Two Score Years

SIR: As I understand it, under the SCORE Program a trainee must submit his request for Class B school within two years of graduation from Class A school. Is this correct, and if so, is it a strict rule?—D. A. W., ET1, USN.

• *Yes and no. Acceptance in SCORE carries a guarantee for Class A training in the field to which an applicant is converting. It also guarantees assignment to Class B school after a minimum of one year on-the-job training, but this latter is available only on request from the trainee.*

Since the advance curriculum is much more difficult than the fundamental course, the trainee is provided an extra year (after one year on-the-job) to submit a request for Class B school. This is because some men may desire more extensive practical training before tackling the advanced course.

Although the Instruction states that requests for Class B school may be submitted at any time between the 12th and 24th month following graduation from Class A school, BuPers is not strictly enforcing such a deadline.

To date, no request has been turned down because of late submission—provided you have met your obligated service requirements.—ED.

Approval Needed for Overseas Leave

SIR: There are several of us here at my command who have a question concerning taking leave overseas. It seems we cannot agree even though we have consulted all (we think) pertinent BuPers articles and instructions.

Here's the situation: An officer is about to be detached from our command. He plans to travel through the Mediterranean countries in a "delay in reporting (leave) status" before he reports to his new command which is in the United States.

As I understand the regulations, he must request permission from the Chief of Naval Personnel before he can take leave in a foreign country. But others say he does not need the permission. Who is right?—R. D. M., YN2, USN.

• *Except where the Chief of Naval Personnel has specifically delegated authority to commands to locally approve leave visits to foreign countries, permission to visit foreign countries is required from the Chief of Naval Personnel in accordance with Article C-11107, "BuPers Manual."*

The confusion may have resulted from item 19(a)(1) of BuPers Orders Supplementary Items, List P (which is on the reverse of the original orders).

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

As you know, this says that the person may take all or part of his delay, which counts as leave, before or after arrival in continental U. S. But this does not remove the requirement in Article C-11107, "BuPers Manual" for obtaining permission from the Chief of Naval Personnel to visit foreign countries.—ED.

Tour Completion Dates

SIR: How about clarifying the procedures for computing tour completion dates? A friend of mine says when a Navyman comes ashore with insufficient obligated service for a normal tour of shore duty, he may extend his enlistment for a full tour—but the enlistment must be extended far enough to allow one year of service after the completion date. In other words, the man must agree to go back to sea for a year if he wants a full tour ashore.

I, on the other hand, maintain he need only extend his enlistment to coincide with his tour completion date. He must, of course, agree to extend within four months after reporting for shore duty.—W.P., PN2, USN.

• *You are right. A Navyman does not have to agree to go back to sea, and is allowed to extend his enlistment just long enough to finish his tour.*

When a man reports for shore duty he may acquire sufficient obligated service by extending his enlistment to the date he would normally be transferred back to sea. He must, as you say, extend within four months of his reporting date or his shortened tour will be firm.

If he extends his enlistment beyond the normal tour completion date, however, the picture changes radically. If he's going to sea, he must go one year before his enlistment expires.

For example a Navyman reports for shore duty. His EAOS is January 1968, but a normal tour for his rating would last until November 1968. He may agree to extend his enlistment 10 months: If he does, all is well, and he'll remain on shore duty until his enlistment expires.

If he does not agree to extend within four months of the date he arrived at his shore station, his tour completion date will be changed to agree with his EAOS.

If he extends his enlistment beyond the tour completion date for a normal stint ashore, he will go back to sea duty either when his tour ends or one year before his enlistment expires, whichever is sooner. In other words, he would normally go back to sea in November of 1968. If he extended until December 1968, he would cheat himself out of 11 months of shore duty, and would return to sea in December of 1967. If he extended until November 1969, he would be allowed to complete a full tour ashore before returning to sea in November of 1968.—ED.

The Proper Address

SIR: Is it proper to address the ship's executive officer simply as "Commander," regardless of his rank, in the same way in which a ship's commanding officer is addressed as "Captain" although he may actually hold a lower rank?—J. L. L. PN1, USN

• *According to the 16th edition of the "Bluejackets' Manual," when you speak to the ship's executive officer, you may address him as commander, without adding his name, regardless of his actual rank.*

You may also, of course, address the ship's commanding officer as captain, whatever his rank, without adding his name.—ED.

How Do I Get Back to Sub Duty?

SIR: I graduated from submarine school in the top third and was sent to nuclear power school. I didn't do quite so well there, however, and was eventually dropped. I was sent to a repair ship.

My problem is: How do I get back to subs? Although I am not a nuclear power graduate, I did fine in straight sub school. I've been on this ship for six months, and can't get a chit approved for submarine duty.

I would like to know why the Navy sends a man to submarine school at a great cost to the government, then will not assign him to a submarine billet. I would also like to know how I go about getting on a sub.—C. B., IC3, USN.

• *It's like this: The Navy sent you to submarine school because there are billets on nuclear submarines for ICs, and sub school was a prerequisite for men going to nuclear power school and later to nuclear subs.*

Men who are dropped from most sub-

marine-oriented schools go to surface ships, but nuclear power school is an exception. Navymen dropped from nuclear power schools for academic reasons are still eligible for conventional subs. But those dropped for lack of motivation go to surface.

So let's assume you were dropped for academic reasons: You didn't say. That takes us back to the original premise, that the Navy sent you to sub school in the hope you would go to nuclear submarines. They had billets for ICs on the nuclear jobs, but very few on conventional subs.

Consequently, academic dropouts from nuclear power school are dropped to SubLant or SubPac. If there is no billet on a conventional sub, it's got to be surface.

Navymen—including you—who are sent to a ship are generally expected to stay aboard at least one year, in the interest of Fleet stability. This may be one of the reasons why your chit was disapproved. We suggest you try again after you have spent a year on board your ship.—ED.

One Year's Service for W-1s

SIR: The April 1964 issue of ALL HANDS carried an article on the Settle Board recommendations for warrants, LDOs and super chiefs. One of the points raised in the article (page 32) was that E-8 and E-9 warrant selectees would be eligible for promotion to W2 after serving as W1 for one year. As yet there has been no change to the *BuPers Manual* to indicate this will be done.

Was the recommendation turned down, or is the change still in the mill? —E. J. L., RMCS, USN.

• *It's been approved. Navymen who were initially appointed to warrant rank from E-8 or E-9 will be promoted to chief warrant officer, or W-2, one year after their appointment as W-1.*

The "Manual," as you say, was not changed. Nor will it be. Navymen in the E-8 and E-9 category will only be eligible to participate in the program during the first three years. Consequently, the one year promotion rule is a temporary expedient and temporary expedients are not included in the "Manual."—ED.

Passing Scores for Exams

SIR: Please let me know what determines the passing score on Fleet-wide exams for advancement in rating. Is it raw score or a cutting score strictly determined by the Examining Center?

Are those first class POs who took the warrant examination competing on the same level as those who are going up for chief as far as passing the examination is concerned?—J. T. N., YN1, USN.

• *You are at least partially right in both your guesses as to the method used in scoring advancement exams. Here is the way it works. The examination is first given a raw score at the examining center. This is converted, by means of acceptable statistical procedures, to a standard score. The standard score, which is always between 20 and 80 points, is used in computing your final multiple.*

With regard to your second question, you undoubtedly know that each examination is new and different. The difficulty level of each test is determined by test and measurement experts before the exam is administered. All candidates compete on an equal basis.

Since anyone moving up either to chief or warrant officer has to perform at a level acceptable for his grade, no preference is given to anyone taking an examination—warrant officer or otherwise.—ED.

PAINTER—L. C. Caton, STC, of *USS John A. Bole* (DD 755), paints hashmark for ship's seventh ASW award.

Hands Off Boxer's Planks!

SIR: I have enclosed a photostatic copy of my USS *Boxer* plank owner's certificate. As you will note, I hold a clear and unencumbered title to one plank of the flight deck.

Boxer observed her 20th anniversary this year and I would like to know how I can exercise my claim. I would gladly go to wherever *Boxer* is located to collect that plank.—E. L. K.

• *A worthy project, but we're afraid Boxer still has need of all her planks. While a ship is in an active status, the Navy takes a dim view of* anyone, *plank-owner or not, walking off with bits and pieces of its ships.*

Despite her 20 years, *Boxer* (LPH 4) is still very much a part of the Fleet. In 1958, she was converted from a CVS to an LPH (landing platform, helicopter). *Boxer*, as you probably remember, began life as a CV.

As a measure of how busy *Boxer* has been during the past 20 years, she had counted around 79,000 fixed-wing landings and was approaching her 65 thousandth helicopter landing on the 20th anniversay of her commissioning.

Needless to say, *Boxer's* birthday last April was duly noted on board by members of her crew who wolfed down a 400-pound cake baked in honor of the occasion.

Boxer is homeported at Norfolk and it appears that she will be using the plank to which you hold title for quite some time.

She is still going strong as a member of Amphibious Squadron Ten.

If a ship is eventually scrapped, it is Navy policy to set aside sections and certain equipment from the ship for display and commemorative purposes. We suggest you stow your certificate and make your claim at that time.—ED.

SMALLEST CVS IN PACIFIC is title claimed by *USS Bridget* (DE 1024), after overhaul which equipped *Bridget* with DASH (Drone Antisubmarine Helicopter).

Wetting Down a Commission

SIR: I noted with interest the inquiry as to the origin of the "wetting down" party which appeared in the March issue of ALL HANDS. In addition to the information you provided on the subject—though I no longer recall the source—a number of years ago I read an article which gave a somewhat different account of the tradition.

In the Old Navy an officer's commission was hand-written on heavy parchment (my original commission was of this kind) and, according to tradition, the newly commissioned or promoted officer held a dinner for his shipmates and friends. During the course of the evening the new commission was rolled into a cone, the small end folded up, and the cup thus formed was filled with champagne.

This was then passed around the table and all the guests toasted the new officer and drank from the vessel. Thus the new commission was "wetted down."—M. D. Courtney, CAPT., USN.

• *It would appear that you have made a definite contribution to the somewhat sparse literature on the source of the custom of wetting down a commission.*

As usual, whenever we find ourselves in a situation of this sort, we buck the problem to our good friends in Naval History. However, they were forced to admit that they had not heard of your version. As they remarked: "Why the new commission was celebrated is easy to understand; when *it started is unknown."*—ED.

LDOs and Senior Enlisted Status

SIR: I heard somewhere that LDOs who are permanent E-7 can be advanced to E-8 and E-9 while holding down their temporary appointment. If this is true would you tell me what instruction covers it?

If this rumor isn't true, I would like to voice the opinion that something ought to be done to bring this about. Let me explain why.

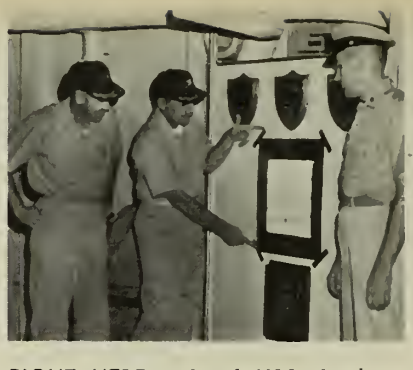
I intend to leave the Navy on 20 years' service which means that I will leave with E-7 retainer pay. Many of my friends from my enlisted days will go out at the same time as E-8 and E-9.

Is this a penalty for becoming an LDO and not holding the commission for 10 years. I don't think this is very fair.

Personally, I think LDOs on temporary appointment should be allowed to take the E-8 and E-9 exam. After all, we could, at any time, be sent back to the ranks of E-7.—G. W. M., LTJG, USN.

• *Sorry, but the rumor you heard has no foundation. LDOs are not eligible for advancement to pay grade E-8/E-9. It is possible, however, for LDOs to advance their permanent enlisted status, but this applies only to those who received their officer appointment while they were E-6. Provisions are available by which they can be advanced without regard to quota limitations.*

The two senior CPO pay grades were established to recognize and reward outstanding enlisted service and to provide a career incentive for senior enlisted men. Therefore, if LDOs with a temporary appointment were allowed to advance their former enlisted status to E-8 or E-9, it would hardly be fair to enlisted men who chose not to pursue an officer career as you have done.—ED.



RIGHT HERE—CO of USS Oriskany (CVA 34) marks the spot where ship's Ney award will hang. Oriskany won top honors for large mess afloat.

What Ever Happened to Bangust?

SIR: What ever happened to USS *Bangust* (DE 739)? Also, while we're on the subject, how many battle stars did she earn during World War II?—G. R. R., Charlotte, N.C.

• *She's no longer* Bangust. *She's* Castilla *of Peru's navy, and has been since early 1952.*

Bangust *was built in Los Angeles, Calif., launched on 6 Jun 1943, and commissioned that October 30th. From February 1944 through August 1946 she saw action in the Pacific while escorting various logistic groups during the occupation of Kwajalein and Majuro; the Palau-Yap-Ulithi-Woleai raid; the occupation of the southern Palaus and the assault on the Philippines; the Tinian; the Battle of the Philippine Sea; the occupation of the southern Palaus and the assault of the Philippines; the Leyte operation; the Iwo Jima campaign; and Third Fleet raids on Formosa, the China coast and Japan.*

At 46 minutes before midnight on 10 Jun 1944 the destroyer, proceeding independently from Pearl Harbor to Kwajalein, made radar contact with what turned out to be a Japanese submarine. The sub submerged but did not evade the ship. Bangust *made four hedgehog attacks and at 0152 the submarine, RO-42, was sunk.*

Bangust *returned to the States in the fall of 1945 and was decommissioned in November of the following year. She was transferred to Peru, as we said before, in 1952.*

She earned eleven battle stars for her service during the war.—ED.

Returning from Orbit

SIR: In the May issue your journalist stated that USS *Enterprise* (CVAN 65), *Long Beach* (CGN 9) and *Bainbridge* (DLGN 25) returned to Norfolk after Task Force One's around-the-world "Sea Orbit." Blarney. He sure could use a lesson in geography.

Actually, *Bainbridge* returned to Charleston. What about that?— R. J. McH., YN1, USN.

• *The journalist in question protests the criticism you have leveled at him. He claims his knowledge of geography is very sound; that he just happened to make a slight error in fact. He says he knows very well that* Bainbridge *pulled into Charleston after that eventful journey, and furthermore, he says he knows it's located in Georgia. But thanks anyhow.*—ED.

That Blimp Must Have Been Thirsty

SIR: I was especially interested in your reply to V. J. B., BM3, captioned Fuel Bag for a Gas Bag, on page 54 of your June issue.

I believe I was aboard the airship that fueled from USS *Allagash* (AO 97). The date, as I recall, was within a few days on either side of 7 Aug 1956.

The airship involved was a K class ship sometimes called 4K. It belonged to AirShipRon One (ZP-1) stationed at NAF Weeksville, Elizabeth City, N. C.

Only one bag of fuel was transferred because of a winch breakdown. As for what was done with the fuel after it was hauled aboard, it was simply pumped from the bag through a rubber hose into the airship's fuel tanks.

The beauty of the bag system of fuel transfer was that any ship large enough to carry a supply of gas could refuel an airship at sea.

Fueling bags also allowed the airship to reballast after depleting its gasoline supply by dipping the bag into the sea then pumping the sea water into special ballast tanks. The same pump used for transferring fuel was used in this operation.—E. M. Forbes, TM1 (SS), USN

SIR: This is in reference to the letter captioned Fuel Bag for a Gas Bag which appeared in the June issue. You owe V. J. B. an apology for doubting his story. A blimp from Airship Squadron Three, NAS Lakehurst was indeed refueled from *Allagash* in 1957. However, it was a 150-gallon fuel cell rather than one of 55 gallons. Neither was it the first time this had been done.

As squadron refueling officer, I was

COOKOUT—Steak dinner is eaten on flight deck of *USS Bon Homme Richard* (CVA 31). *Rt:* Men load up in chow line.

in charge of the detachment aboard *Allagash* that conducted the operation. After hoisting the bag into position, the blimp crew used the fuel transfer pump to get the fuel into the airship's tanks.

Normally the empty bag would be returned to the ship for reuse but, as I recall, the bag was retained aboard the airship because of deteriorating weather conditions and darkness.

Before the *Allagash* operation, we refueled blimps by bag from the oilers USS *Salamonie* (AO 26) and *Waccamaw* (AO 109). Later, *Valley Forge* (LPH 8, then CVS 45) got in on the act, too.

The bags were specifically designed for this purpose and were equipped with quick connect/disconnect fittings for hoisting and defueling.

We also refueled blimps using a hose but the slow speed of the tankers made this extremely difficult without a stiff headwind since the blimp had to maintain a relative speed of zero with the ship while pumping.

The bag, on the other hand, could be snatched with relative speeds up to five knots and was therefore somewhat easier, although it was still a pretty ticklish operation.

I hope you will pass this information on to V. J. B. so he can vindicate himself with his shipmates.—R. L. Sorrentino, LT, USNR (Inactive)

SIR: I believe ZP-4 originated the idea in 1954. The original idea was to modify the ballast pump (for sea water) to allow for quick purging of the pump with a few gallons of fuel, then pump fuel through a filter into the main fuel tanks.

This would allow a pick-up, by rear winch line, lowered to the fuel source (ship, boat, truck or land) and raising a 55-gallon drum by means of sister hooks up to the blimp's car. After removing the bung and inserting the pump suction hose, the drum would be emptied and jettisoned in the clear.

By 1955, the fuel bag, complete with submerged electrically driven fuel pump, was ready for evaluation. Unfortunately, the blimp required modification and the ship servicing the blimp also required an ingeniously rigged boom affair to accommodate the fuel bag.

Once used, the fuel bag remained in the after station of the blimp, a latent bomb with fuel fumes sufficient to blow the car and crew to kingdom come.

Altogether, it was a hairy operation for the ship, blimp and associated crews. Unless the pick-up turn was executed smartly, the fuel bag, dangling 100 to 150 feet below, would swing through the ship's masts and rigging, spraying fuel over everyone and everything below. This would be enough to scare the living daylights out of all hands and certainly would do little for any further refueling.—W. S. Lawson, LCDR, USNR

• *It wasn't that we doubted V. J. B. had witnessed the refueling of a blimp from a ship at sea; it was only that, through long conditioning, our hackles rise whenever anyone says they were first.*

Our thanks to these and other correspondents for their comments and information on this unusual facet of the Navy.—ED.

Family Memento

SIR: I am writing ALL HANDS seeking assistance in locating a valued family memento.

The item is a head-and-shoulders bust (plaster coated with bronze composition), slightly larger than life, of my then 12 year-old son. The bust is by V. de Buren. It is of a young American boy, hair parted on the left, and is an irreplaceable record and family keepsake.

This bust was among household effects delivered in an emergency move from Haiti to Naval Supply Depot, Guantanamo Bay, in July 1963, for shipment to my next station, Naval Base, Norfolk. It was seen subsequently in an office at the Depot and at Leeward Point. I presume it is somewhere in the service, unidentified and I am appealing for information to any person who may have seen it at any time.

My wife and I will be immeasurably grateful for help and information.—R. H. D., Jr., Colonel, USMC (Ret.)

• *Any information available on this family keepsake may be forwarded to* ALL HANDS *and it will be passed on to the writer.*—ED.

Good or Bad Omen?

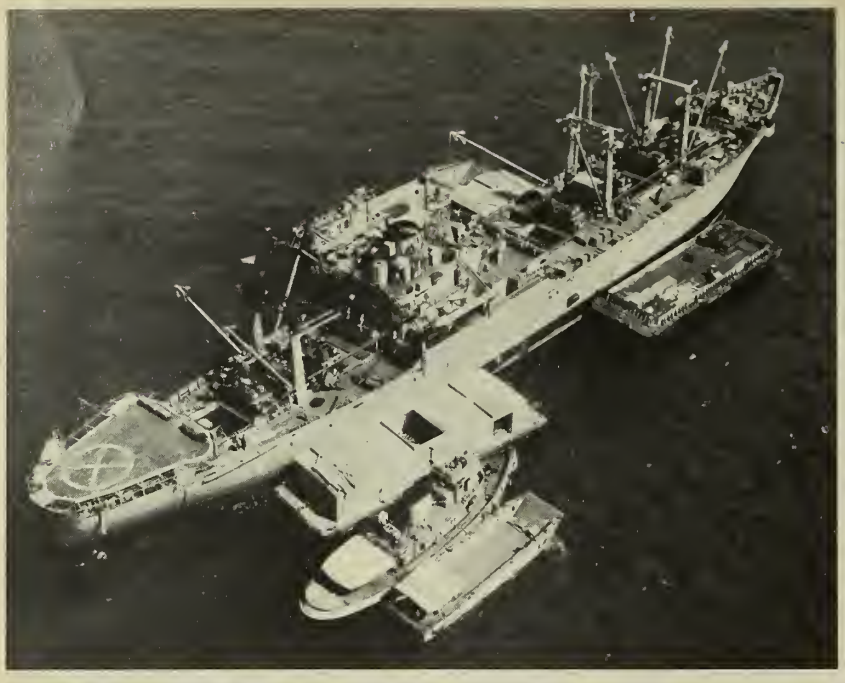
SIR: Perhaps you can tell this unsalty civilian the meaning of an ancient sea tradition. Is it a good or bad omen when the moon is at its quarter and a star is in the hook?

"The Rhyme of the Ancient Mariner" mentions it, but doesn't say whether the omen is good or bad. Even though I have referred to many books, I haven't found anything which says one way or the other. Can you help me?—Mrs. S. D.

• *We'll try. Unfortunately, our Editor-in-Charge-of-Omens was not in the office when your letter arrived, so we were without his expert knowledge. Nevertheless our friends in the Naval History Division, in whom we have slightly more trust anyway, told us what they knew about the subject.*

The quarter moon with a star, or star-dogged moon, was thought to be an ill omen portending storms. In a Scottish ballad to be found in Cunningham's "Folk-Lore of Scottish and English Peasants," there is a line, "An ominous star sits above the bright moon." And in another ballad which describes a wreck scene we find, "And the moon looked out, With one large star by her side."

Irish seamen call this dogging-star "Hurlbassy," and also say it portends tempests. In "The History of Carrickfergus" (1827 version), we find the line,



AMMUNITION is offloaded from USS Mauna Loa (AE 8) at Roosevelt Roads,

"One star ahead of the moon towing her, and one star chasing her, are signs of storm."

To the best of our knowledge, nothing good is said about the star-and-moon combination to which you refer. Statistically speaking, we might also venture a guess that it is a bad omen since most superstitions (if you want to call them such) portend evil, rather than good, tidings.—ED.

Permanently Pressed Uniforms

SIR: Permanently creased shirts and trousers have recently become available on the civilian market. If Navy uniforms were given this same permanent crease treatment, it would undoubtedly increase the good appearance of Navymen, lessen the demand on laundries and have a positive effect on morale.

How about it? Has the Navy considered the use of permanently creased uniforms? When can we expect them to become available?—A. H. S. and E. B. Y., LTs, SC, USN.

• *Sounds very nice. However, it is suggested that you do not wait for permanent creases before you buy your next uniform.*

The Navy supply people, of course, have given the matter considerable thought. They pride themselves in keeping tabs on all the new developments. In fact, some time back they conducted an experiment on permanently pressed shirts and trousers for comparison with Navy dungarees.

Regulation dungarees are 100 per cent cotton, but pure cotton will not withstand the high temperatures involved in the chemical treatment, so the experimenters had to compromise. The experimental uniform was a combination of cotton and polyester: in 50-50 proportions for the trousers and 35 per cent cotton and 65 per cent polyester in the shirts.

Material for regulation all-cotton dungaree pants costs the Navy 49 cents a yard, while the 50-50 combination would cost 70 cents a yard. While pure cotton for the shirt runs only 25 cents a yard, the 65-35 combination would cost the Navy—and the Navymen—a dollar a yard.

The experimental uniforms were subjected to six launderings during the tests. After the washings and machine drying the treated fabric still held a sharp crease and a smooth press. However, in the course of experimentation the dark colored treated fabrics tended to lighten at the creaseline after successive washings. There was one other major drawback: Commercial no-press clothing is manufactured primarily for casual and dress wear, and when subjected to the constant bending, flexing and abrasion expected in work clothes, the cloth wears out rapidly. The result is an expensive set of work clothes which won't require a hot iron—but won't wear very long, either. In addition, permanent press is intended for home laundering at 140 degrees F., while shipboard laundries use live steam and water which is often 170 degrees.

When the positive factors are compared to the negatives, permanently pressed Navy-issue clothing does not seem likely in the near future. On the other hand, the process is comparatively new and further developments will almost certainly swing the balance in favor of the easy crease.

In the meantime the Navy is waiting for results of an armed forces experiment on permanently "creased" clothing, the results of which should be available in the next few months.

The permanent press treatment can't be applied to woolen or worsted type clothing such as enlisted men's blues or officer's khakis. But there is another new process for putting sharp permanent creaselines in trousers made of these materials. It might also be used in blue dress jumpers. Since it applies only to the creaselines and doesn't replace steam pressing, this second process is known as "permanent crease" but is easily confused with the quite different "permanent press."

Incidentally, permanently pressed or creased Navy uniforms may be made available on the civilian market. If so, the Uniform Board has no objection to Navymen wearing them providing the uniforms meet Navy regulations.—ED.

5.0 Was 4.0 in Early Days

SIR: I was interested in your reply to W. R. J., PN1, concerning performance marks, which was published in the May ALL HANDS.

I can vouch for the fact that performance marks based on the 5.0 scale were being assigned as early as 1908. My father first enlisted in the Navy in that year, and his CSC contains such entries.—R. T. Fahy, CDR, USN.

• *Thus goes (and grows) the record. Thanks, Commander.*—ED.

Wave Uniform

SIR: Can a Wave wear a sweater with her Service Dress Light Blue or Service Dress Blue uniform? If there is a restriction, can the commanding officer authorize the sweater to be worn in an office where air-conditioners might leave some people with a chill.

Such a situation exists in our office. With the air-conditioner going, the Waves become a little chilled. It would seem logical to permit them to wear their sweaters rather than inconvenience everyone else by turning off the air-conditioner. Do you agree?—A. J. W., PNC, USN.

• *We agree in principle, and so does "Uniform Regs." However, the sweater is authorized to be worn only with the working uniform. The Service Dress Light Blue is not a working uniform. Commanding officers should prescribe only those articles which can be worn in accordance with "Uniform Regulations."*

Naval activities, however, may authorize the wearing of either the Service Dress Light Blue or the Service Dress Blue uniform during warm weather. In your office, where some may get chilled, they may be permitted to wear Service Dress Blue uniform.—ED.

Submarine Sails

SIR: With regard to the caption for the picture in the upper left-hand corner of page 46 in your May 1965 issue, "sails" of old submarines were never called sails but have long been known as the conning tower fairwater.

This applied to all the superstructure around and above the conning tower. The specific portion of the fairwater shown in your picture is properly called the "after cigarette deck." They started to disappear with the conversions to Guppy type submarines in 1947.—W. F. R., LT, USN

• *We will agree with you that submarine sails may never* technically *have been called sails, but we've also heard the conning tower fairwater frequently referred to as the sail—and by old salts.*

You are, however, technically correct and probably know that, in ships of recent design having no conning tower, a similar superstructure would be called the bridge fairwater.—ED.

Time in Grade

SIR: I submitted an application for consideration under the Warrant Officer (Temporary Program) which was disapproved because of time in pay grade.

I was advanced to PN1 on 16 Jul 1963 in the second increment of the February 1963 exams. However, as stated in the advancement letter, service in pay grade E-6 (PN1) is considered to date from May 1963. It seems clear to me that this would make me eligible for the Warrant Officer Program in accordance with BuPers Inst. 1120.18J.

Other men who took the examination the same time as I but who were actually advanced on 16 May 1963 were, of course, considered.

I realize that BuPers Inst. 1120.18J states that personnel must serve as petty officer first class for one year as of 1 July of the calendar year in which application is made. However, since my eligibility in pay grade E-6 is considered to date from 16 May 1963, it seems I should have been considered.—J. L. B., PN1, USN

• *We're sorry to disappoint you, but BuPers Inst. 1120.18J should be taken literally. A man must have served as a petty officer first class for one full year as of 1 Jul 1964 before he can be considered for the warrant officer program.*

You confused the requirements of the warrant officer program with those of the current segment advancement system by which men are advanced as a result of their participation in the Navy-wide advancement examinations. BuPers Inst. 1120.18K now establishes the qualifying date with respect to time in rate as a PO1 at 1 November.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C., 20370 four months in advance.

• USS *Canberra* (CA 70)—A reunion will be held 16 October at the Hotel Somerset, Boston, Mass. For further information, write to USS *Canberra* (CA 70) World War II Reunion Association, P. O. Box 161, Bradford, Mass. 01832.

• USS *Philadelphia* (CL 41)—The third annual reunion has been scheduled for 11-13 Aug 1966 at the Holiday Inn Midtown, Philadelphia, Pa. For details, write to Frank J. Amoroson, 93 Dunbar St., Somerset, N. J. 08873.

• USS *Thomas* (DE 102)—Shipmates interested in holding a reunion are invited to write to George W. Hughey, Menantico Road, R. D. No. 2, Vineland, N. J.

• USS *Stickell* (DD 888)—A reunion is planned for shipmates who served between 1947 and 1952. For details, write to W. F. Keller, 32 New England Drive, Gretna, La.

• *Commander Landing Ship Flotilla One*—A reunion is planned for those on board in 1952 and 1953. Write to Henry Lyndel Strand, c/o Camp Choctaw, Box 84 USL, Lafayette, La.

• *FruPac or JICPOA*—All those assigned at Pearl Harbor during World War II who are interested in holding a reunion in Honolulu next year may write to Frank D. Corbett, 1331 T St., P. O. Box 1462, Sacramento 14, Calif.

Aircraft Catapults on DDs

SIR: I recently told a senior chief petty officer that I saw a destroyer with aircraft catapults and was told such things didn't exist. This was some time ago so I don't remember the details. Am I correct?—H. J. S., YN1, USN.

• *We queried BuShips on the subject and were told it had no record of honest-to-goodness aircraft catapults having been installed on destroyers and we doubt that you were referring to the target drone catapults which have been carried on destroyer fantails.*

We suspect you may have seen the old type torpedo tubes.—ED.

TAFFRAIL TALK

TRULY, new wonders of the world are being revealed almost daily to the inquiring minds of our scientists.

Take oceanographers, for example. A group from the Navy Electronics Lab is taking part in the exploration of submarine canyons off the coast of Baja California, Mexico, by means of a diving saucer.

Any amount of useful information was dredged from the bottom. Chunks of freshly broken granite as large as 10 feet in diameter were found. It was concluded that the granite had been deposited by means of flowing sand in an enormous submarine avalanche.

However, the primary interest of our explorers lay in the matter of sedimentation. They were concerned with possible clues to the processes by which sediment was deposited on the sea floor during a glacial lowering of the sea level throughout the world.

They came to the conclusion that at least two inches of sediment had been deposited within one year.

How did they come to this conclusion? Simple. The ocean's floor was covered with beer cans. Because flip-top cans had not been introduced in the area until about a year ago, it was possible, by measuring the extent to which they were buried, to obtain indications of the rate of sedimentation.

Truly, the advance of science is an awesome thing.

★ ★ ★

Intent (albeit somewhat passive) observers of the modern scene as we are, we would also like to invite your attention most respectfully to another contemporary phenomenon—the rise and proliferation of acronyms.

As names and titles become more and more complicated, it becomes more and more difficult to remember them. Further, it just takes too long to say them.

As a memory aid and general expediter, the acronym—which is defined as "a word formed from the initial letters or syllables of the successive parts of a compound term"—has been created. As the rules have not yet been firmly fixed, the concept holds immense potentials.

It helps if the word formed can be pronounced, although this is not really essential. Thus, one of our earliest acronyms, SPQR (**Senatus Populusque Romanus**), has done quite well for some two thousand years but no one has yet succeeded in pronouncing it.

Seabee is, of course, a famous example. So famous, perhaps, that some of our readers have forgotten that the original name is U. S. Navy **Construction Battalion.** *Waves* (**Women Accepted** for **Volunteer Service**) too, is a fine example of naval ingenuity. You can provide dozens of other examples. (CinC, PatRon, AmphibEx).

But it is in the space age where acronymia has truly reached its most glorious development. A glossary of space abbreviations and acronyms has as its title an acronym to end all acronyms: *abracadabra*—**Abbreviations** and **Related Acronyms Associated** with **Defense, Astronautics, Business** and **Radio-Electronics.** And this was originally a mystic word to ward off diseases!

Now that you've got the hang of the whole thing, see what you make of this one: **Generalized Information Retrieval & Listing System.**

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

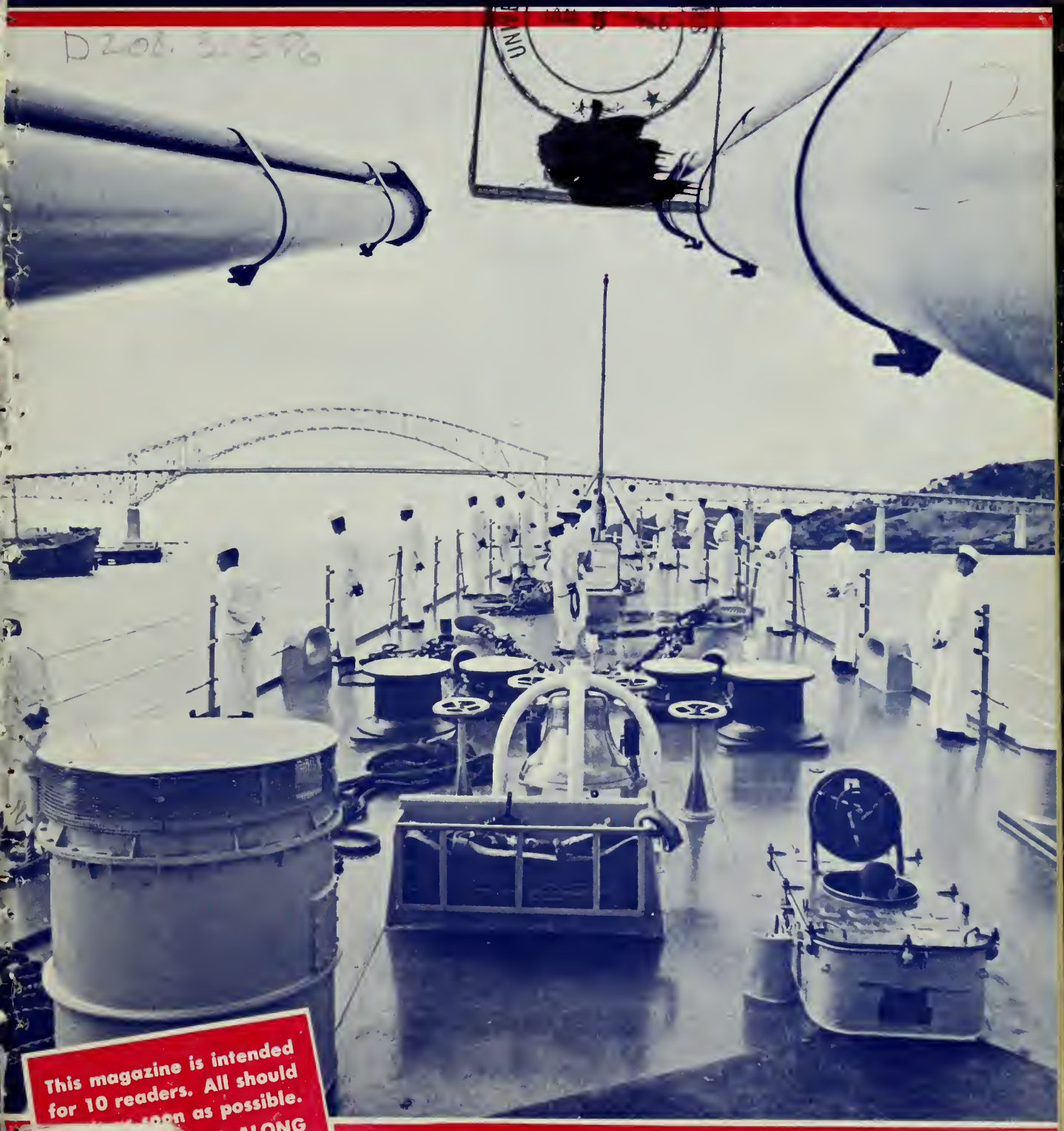
• **AT RIGHT: HIGH AND DRY**—Flagship *USS Yosemite* (AD 19) looks as if she is sending a super long message to her destroyers as she airs her bunting an high.

IN THE OLD NAVY & IN THE NUCLEAR NAVY

IT TAKES ALL KINDS OF SPECIALISTS TO RUN A SHIP

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



NOVEMBER 1965

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to subactivities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

NOVEMBER 1965 Nav-Pers-O NUMBER 586

TABLE OF CONTENTS

• **FRONT COVER:** OUT TO SEA—Crew members of *USS Norfolk* (DL 1) man the rails as their ship heads for the Bridge of Natians. *Norfolk* was departing Panama for exercises in the Pacific with ships from Colombia, Ecuador, and the U.S.

• **AT LEFT: SEAPLANE TENDER USS Salisbury Sound (AV 13) eases into the marginal pier at U.S. Naval Station, Kodiak, Alaska, with the help of the station tug. 'Sally' is well known in Kodiak for helping the area to recover from the quake and tidal wave of last year.**

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

Ordnance

AT FIVE AM, as dawn was breaking over the Caribbean, the flight deck of USS *America* (CVA 66) was already bustling with activity. As the rest of the ship slept, the 56-man flight deck ordnance handling crew was hastening to load bombs and rockets on planes that would participate in a strike on simulated targets.

The men of the ordnance crew are used to long hours and little sleep. During a typical operation period with an 0730 launch time, they must clean up and have morning chow before flight quarters sounds at 0600. Once the word is passed over the ship's ordnance intercom system, they break the high explosives out of their storage spaces and send them to the assembly area where other components of the bombs and rockets are mated. The assembly crews put them together as quickly as safety precautions allow, load the ordnance on the bomb elevators and send it to the flight deck, where it is picked up by the flight deck ordnance handling crews and taken to the waiting planes.

Here is the point where maximum safety precautions must be observed. They do a meticulous job of checking not only the circuitry of the ordnance but also the firing circuits of the planes, making sure that everything is safe and operational.

After all systems have been

STEADY HANDS—Ordnanceman loads *Sidewinder*. *Below:* Bombs are loaded for mission aboard the new carrier.

Men Carry a Big Load

cleared, then, and only then, is the ordnance put into place.

America is fortunate that the nucleus of her flight deck personnel are all experienced carriermen with several years of training behind them. These senior petty officers and the ordnance officers see to it that all new men joining the flight deck team are well trained in their jobs and able to handle any emergency that might arise.

Also on the scene are the members of the explosive ordnance disposal team, prepared to disarm any bomb or rocket that might be a hazard to the ship. There are three members to the team, dispersed in key spots throughout the ship. One man is in the assembly area, where the explosives and other components of the bombs are joined. Another is on the flight deck observing safety precautions and is always handy during any loading operation. The third is an ordnance officer who is more or less a trouble shooter. He roams through any space where ordnance is being handled.

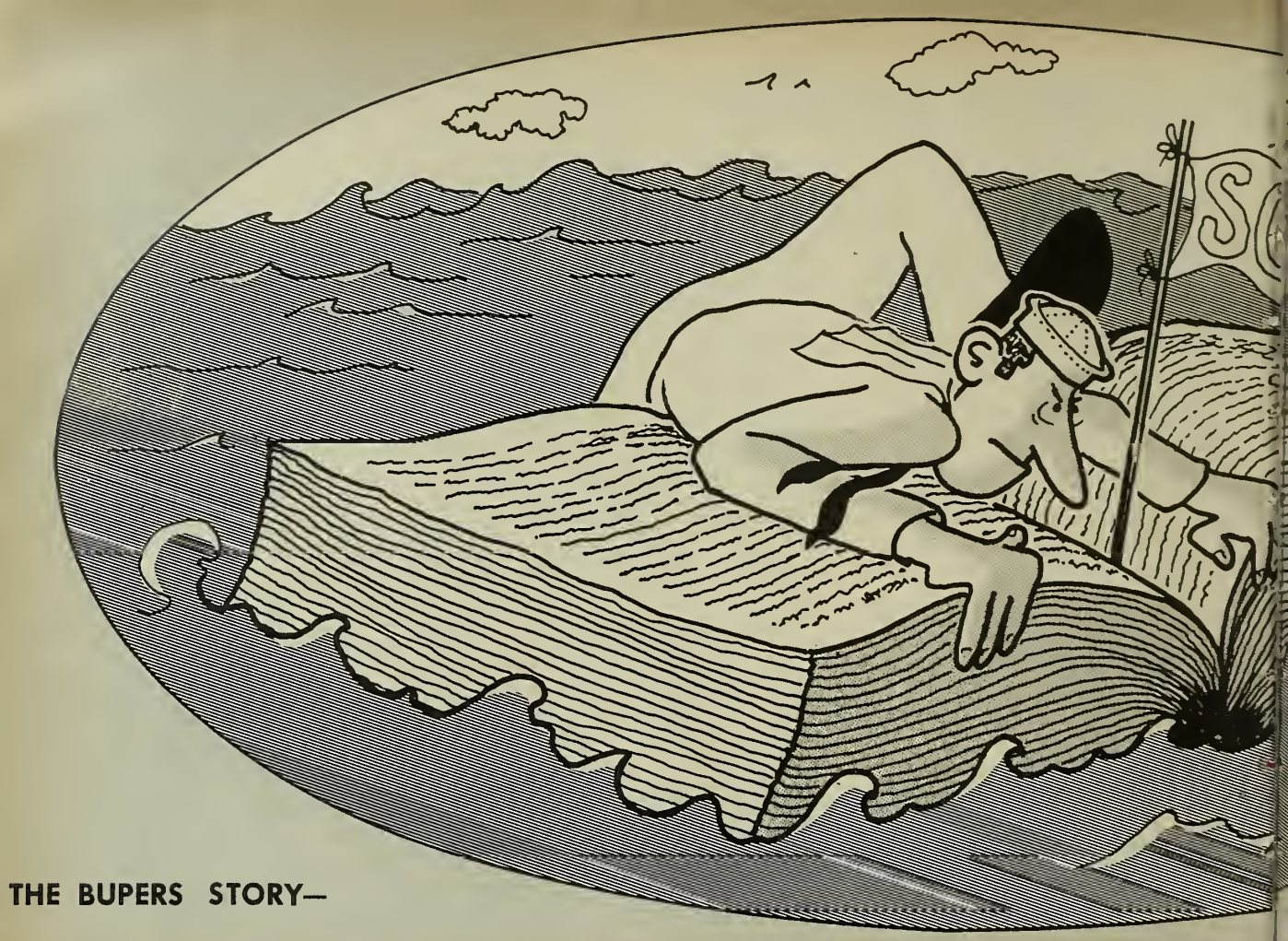
Another man with a great responsibility during any ordnance evolution is the air gunner. Coordination between the aircraft handling officer and the air gunner is essential in the loading phase of any ordnance handling problem. The aircraft spotted for the next strike must be known in advance of loading by the squadron ordnance crews. It is the duty of the air gunner to pass on this information to the crews and to direct all loading and unloading of ordnance.

A LOOKER—*USS America* (CVA 66) makes a fine picture with planes on deck.

On board this 1047-foot long warship, as on the other carriers throughout the Atlantic and Pacific Fleets, the air wing is the main arm of both offense and defense and no plane in the air wing could function in combat without the help of the ordnance crew. They load, unload, store and maintain the ordnance that might one day be used in defense of the nation.

—Mike Cleveland, JOSN, USN

OFF THEY GO—*Skyhawk* armed with practice bombs roars down the cat during air operations aboard *USS America*.



THE BUPERS STORY—

The Book With 2500

YOU WILL PROBABLY find The Book interesting.

Granted, the *BuPers* Manual has never been recommended for light reading. It's too heavy to read in bed (four pounds, 13 ounces), is completely devoid of humor, and definitely could use some action in places. Nevertheless, the theme is fascinating—it's about your career.

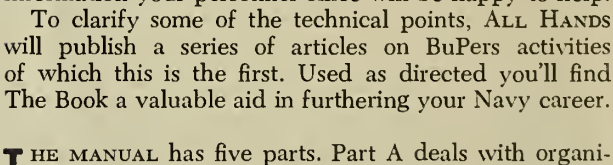
If, for instance, you're a whitehat who would prefer to use the forward brow you might take a look at Chapter One of Part C. There you'll find a rundown on the paths to a commission. Depending upon your inclinations and qualifications you can choose between such opportunities as NESEP, Integration and the Warrant Programs, among others.

Or you might like to end an argument concerning a Navyman's rights and privileges to leave and liberty. The Book can be a powerful ally. See Chapter Six of Part C. Whatever your interest, career-wise . . . reenlistment incentives, schooling, travel benefits, advancements, changes in rating . . . it'll be in The Book.

However, the *Manual* is a technical publication and is subject to all the complexities such a term implies. Even the YNs and PNs, who are experts, run into occasional snags in interpretation. But don't let that stop you—why become an expert? Anyone of average intelligence can understand the basics, and when you want additional information your personnel office will be happy to help.

To clarify some of the technical points, ALL HANDS will publish a series of articles on BuPers activities of which this is the first. Used as directed you'll find The Book a valuable aid in furthering your Navy career.

THE MANUAL has five parts. Part A deals with organization, plans and control; Part B with correspondence, post offices, records and reports; Part C with



BUREAU EFFICENCY IS INSURED BY MODERN OFFICE PROCEDURES...

administrative regulations and procedures; Part D with training and education; Part H with the Naval Reserve.

Appropriately enough, Chapter One of Part A is a general description of the Bureau of Naval Personnel and its components. A general understanding of the Bureau and how it operates will greatly simplify your

Characters

use of the Bureau's most important publication, the *BuPers Manual.*

BuPers, like any large organization, is divided into many parts, each dealing with a specific area of the whole. The *BuPers Manual* was written and is updated piecemeal, with each contribution coming from the division, branch or section which is primarily concerned with a specific paragraph of the *Manual.*

In other words, the regulations in The Book which relate to the Navy's policies on enlisted distribution were not written by an entity called BuPers but by a small group of men whose full time job is enlisted distribution. The rules are approved by all offices concerned, of course, but the ideas and principles behind the regulations usually begin with the specialists.

It's interesting—as well as informative—to know who these people are, and how they operate.

Lights . . . Camera . . . Action

THE BUREAU OF NAVAL PERSONNEL is located in the Arlington Navy Annex in Washington, D. C., overlooking the Pentagon to the east and Arlington National Cemetery to the north. Its mission is to create a balance between the morale and well-being of more than 600,000 Navymen and the Navy's always-pressing needs.

The Bureau is people, Navy people who work on behalf of the man in the Fleet and on shore stations all over the world—Regulars, Reserves and their dependents. The BuPers crew includes 800 Navymen, about half of whom are officers from ensign to flag rank (eight, including CNP, hold flag rank). The enlisted people include men and women from most of the Navy's clerical ratings.

In addition to the active duty Navymen, the Bureau employs about 1700 Civil Service personnel, many of whom have past experience in the Armed Forces. As experts in many fields who are not subject to military change-of-station orders, they form a hard core group which lends the desired continuity to the workings of BuPers.

BuPers is directed by a vice admiral, presently Vice Admiral B. J. Semmes, Jr., who is the Chief of Naval Personnel and who also doubles as Deputy Chief of Naval Operations for Manpower and Naval Reserve (see box). His assignment is briefly outlined in the first paragraph of The Book, A-1101. To quote the *Manual,* CNP " . . . directs the administration of all naval personnel throughout the naval establishment; supervises the administration of the Bureau of Naval Personnel and insures the efficient performance of its duties and functions as prescribed by statutory law and delegated by the Secretary of the Navy; and maintains liaison with the other armed services of the Department of Defense on personnel matters." This adds up to a lot of directing.

The second paragraph describes the duties of the Deputy Chief of Naval Personnel, who acts very much as the exec. (See box).

Introducing in This Corner . . .

SUBORDINATE TO THE CHIEF and Deputy Chief are 11 assistant chiefs, who are usually identified in the Bureau as Pers A, Pers B and so forth. Further down the line the Bureau is divided into divisions, branches and sections. Chapter One of The Book describes the duties of each assistant chief and each division. Where it is of interest to the average Navyman ALL HANDS will add descriptions of individual branches.

In Article A-1103 through Article A-1108, the *Manual* discusses the duties of divisions and men who advise and assist CNP and might be considered to be on his staff. They report not to an assistant chief but directly to the Chief or Deputy Chief.

The first of these (see Article A-1103) is the Administrative and Management Division, which does exactly what the title suggests. The division—Pers 11 (divisions which report directly to CNP do not have

MANY OF THE CIVILIANS ARE RETIRED NAVYMEN . . .

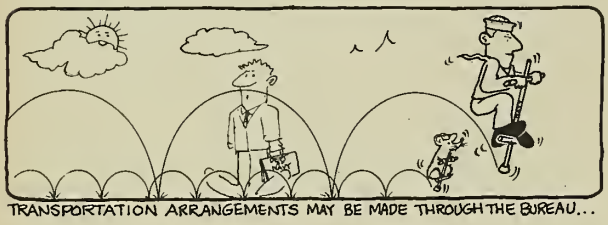
alphabetical Pers designations)—assists the Chief of Naval Personnel in the administration, organization and management of the Bureau; provides management staff assistance to Bureau divisions and field activities; administers the Bureau's personnel management program; develops budget estimates, allocates appropriated funds

Arlington Annex is home port for BuPers.

and controls expenditures for internal Bureau departmental operation; and provides various administrative services.

Article A-1104, which established a billet for the Special Assistant for Leadership Development, is no longer in effect. Leadership is now the responsibility of Pers C, the Assistant Chief for Training.

Article A-1105 describes the duties of the Bureau



TRANSPORTATION ARRANGEMENTS MAY BE MADE THROUGH THE BUREAU...

Counsel, an experienced lawyer who serves as legal advisor to CNP and to all divisions and levels of BuPers. As an expert on government contracts and contracting policies, practices and procedures, he assists the Chief in the procurement of materials and services under the Bureau's cognizance. This largely consists of training services from industrial contractors and educational services from universities, schools and other non-profit organizations.

The Personnel Research Division, outlined in the next paragraph of the *Manual,* is no longer a staff division but a part of Pers A. This brings us to Article A-1107, the Office of Liaison and Technical Information. This office answers inquiries from Congress, Cabinet members, governors and the Secretary of the Navy and advises on public relations aspects of Bureau policies.

Wizards with Computers

THE DIVISIONS AND OFFICES mentioned so far affect the individual Navyman in only the most general and indirect manner. The last staff division, however, has a marked (though still indirect) influence upon your life as a Navyman. This division is Pers 19, the Manpower Information Division. Pers 19 has the computers.

As outlined in Article A-1108, Pers 19 furnishes manpower information for other parts of the Bureau—and the Navy—when requested. It is Pers 19 which keeps taped data on virtually every Navyman, and informs the Seavey/Shorvey section who is eligible for transfer. It is Pers 19 which tells Pers A how many first class petty officers the Navy will probably be allowed to advance to CPO in say, 1967, based on estimated attrition rates. Pers 19 is also responsible for devising new ways to utilize data processing within BuPers to benefit both the Navy and the Navyman.

Using the computers, Pers 19 has enabled BuPers to introduce many programs which would not be feasible if data were processed by filing clerks. The recent emphasis on NECs as a factor in duty assignments, for instance, was made possible only by the computer's capability for keeping track of people and their qualifications. Ditto three times a year seavey and also ditto semi-annual CPO examinations.

p1Ans is Spelled with a Capital 'A'

PLANNING FUTURE ACTION is one of the most important functions of any organization. In the Bureau of Naval Personnel this is done by Pers A, headed by the Assistant Chief for Plans and Programs. Pers A has recently assumed new responsibilities and two new Pers A divisions have been added. The *BuPers Manual* will be changed to reflect the new situation sometime in the near future.

When revised, Article A-1109 of The Book will read: "The Assistant Chief for Plans and Programs initiates the development and supervises Bureau-wide efforts in formulation of personnel plans and policies to support the Naval Establishment within the framework of the Approved Five Year Force Structure and Financial Plan and to provide for mobilization in event of emergency; monitors the Bureau-wide effort in executing personnel plans and policies, directs appropriate corrective action; supervises personnel program management in the integration of Bureau efforts to support Navy Department weapons system program and project

MANY PROGRAMS WOULD NOT BE FEASIBLE WITHOUT THE COMPUTER!

managers, directs operations research activities pertaining to personnel management and control; integrates the Navy's personnel research program; coordinates and supervises Bureau inputs to OSD and Navy program planning systems; reviews proposed legislation, and directs and coordinates implementation of enacted legislation affecting naval personnel; prepares and presents information, recommendations and testimony relative to naval personnel to congressional committees, and other agencies as required; maintains liaison with the three military departments and agencies of the Department of Defense in the development of joint person-

Pers 19 and their computers furnish manpower information

nel policies; and advises the Chief of Naval Personnel in these matters."

For all this the Assistant Chief can use some help, and he's got it. Pers A controls five divisions, two of which are listed in the *Manual*: The Plans Division (Paragraph A-1110) and the Policy Division (A-1111). The Requirements Division (A-1112), though listed in

THERE ARE 5 PERS A DIVISIONS !

The Book, has since been transferred to CNO's office and three additional divisions added to Pers A: Personnel Research (Article A-1106); Personnel Program Management; Operations Analysis. The *BuPers Manual* will be revised in the future to reflect these changes.

They're Gazing Into Your Future

PERS A-1, the Plans Division, decides what the Bureau will do in the future and drafts plans which usually extend five—sometimes 10—years ahead. Taking as much information as possible into consideration, the division determines how many officers and enlisted men the Navy will need in, say, 1969, and what training these men should have. The division then outlines training schedules, taking into consideration such things as estimated attrition rates, DOD ceilings, training budgets and facilities, and expected technical developments.

In addition, Pers A-1 prepares appropriate Reserve, mobilization, catastrophe and logistic plans for promulgation, and reviews implementation.

Pers A-2, the Policy Division, has a number of interesting irons in the fire. The division helps BuPers develop its general personnel policy, monitors and interprets the nation's laws as they apply to Navymen.

A-2 is divided into four branches, the first of which (A-21, the Policy Control Branch) coordinates policy matters within BuPers for the over-all administration of naval personnel. Pers A-21 further reviews all BuPers directives to ensure correct interpretation and execution of established plans and policies. The Navy position and representation on changes to the *Joint Travel Regulations* originates from Pers A-21. The Entitlement Section of A-21 controls policy formulation for entitlement to most allowances and makes policy determinations in individual cases. Also included in the section's responsibilities is the administration of the Navy's equal opportunity program and preparation of changes to the *BuPers Manual.*

The second branch of the A-2 division processes proposed legislation which affects Navymen. Headed by a law specialist, this branch acts as the Bureau's liaison with the Office of Legislative Affairs.

A-2's third branch, A-23, is the clearing house for all official figures concerning manpower. A-23 compiles and publishes about 1500 statistical reports each year—reports which are used by other sections of the Bureau as well as the Navy Department to determine the Navy's manpower needs today and in the future.

The last branch of the division is relatively new, established this September. Its job will be military compensation, and is expected to conduct studies of all types of compensation (including fringe benefits) and prepare justification for new pay proposals. Establishment of the new division illustrates A-2's growing interest in pay, allowances and fringe benefits.

Making Programs Fit the Uniform

PERS A'S THIRD DIVISION is the Personnel Research Division. Pers A-3 is responsible for the administration of the Bureau's manpower research program.

Pers A-3 is subdivided into three branches, the first of which conducts personnel research concerning items such as the rating structure, enlisted classification system and the officer classification system. This branch also develops and updates several publications relative to personnel systems, including the *Manual of Navy Officer Classifications* (NavPers 15839A), the *Manual of Qualifications for Warrant Officers* (NavPers

PERS A3 ANTICIPATES THE EFFECTS OF NEW DEVELOPMENTS!

18455A), the *Manual of Qualifications for Advancement in Rating* (NavPers 18068B) and the *Manual of Navy Enlisted Classifications* (NavPers 15105 series).

THE SECOND BRANCH of the Personnel Research Division is concerned with the psychological aspects of the division's programs. In the past this branch has produced a computer-assisted assignment system used to order recruits to service schools, and is presently developing an electronics technician's course which is be-

Whitehats predominate throughout EM distribution section

lieved to be less complex than is the current ET course. If the plan works out as anticipated, men with lower GCT/ARI combinations will be allowed to enter the electronics field.

Branch number three deals in new developments research. Pers A-33 keeps tabs on the development of new weapons and equipment, making sure the designers observe the requirements for manpower. If, for instance, a new sonar system is in the mill, A-33 will try to make sure the engineers don't plan a system which requires

CAREER INCENTIVES OFTEN COME FROM PERS B...

more sonar technicians than will be available.

In addition, the third branch relays word to the various BuPers divisions, advising them on new systems and the manpower requirements which will result. This information allows the Bureau, and its shipmates in Pers A in particular, to anticipate changes which are expected to result from such major developments as microelectronics.

VIP (Very Important Programs)

A-4, THE FOURTH division of Pers A, is responsible for coordinating the planning, recruiting, assignment and training for programs which are designated by CNP as very critical. An example is the Antisubmarine Warfare program.

New ASW systems are high priority projects not only for the engineers, but for the manpower people as well. While the new SQS 26 sonar, for instance, was under production, Navymen who would eventually man the gear were in school. When the sonar went to sea, so did the Navymen, by then formally trained. Pers A-4, the Program Management Division, coordinates the ASW personnel program and carefully monitors its progress.

OTHER PROGRAMS now underway are the programs for submarines, nuclear power, antiaircraft warfare (including missiles), command and control systems and aircraft weapons systems. If you're connected with any of those programs, Pers A-4 is watching you. The division will help plan your career along a BuPers-designed pattern and increase your value to the Navy.

In addition, Pers A-4 frequently checks men in certain critical ratings to make doubly sure experienced men have been assigned the proper NEC number.

The final division in Pers A, A-5, is responsible for operational analysis. The division consists of a Wave computer analyst, a naval aviator who is a math specialist and four civilians who have mathematics degrees. They build mathematical models.

Their end result—never mind how they achieve it—is a determination of optimum career patterns for men in given ratings. The division determines, for instance, the percentage of first-term reenlistments which, in a specific rating, would result in the maximum cost-effectiveness for the Navy. Reports from the operational analysis division are used by Pers A in planning, by the SecNav Retention Task Force, and by legislators planning new laws and appropriations.

All in all, the five Pers A divisions provide information and instructions to the other BuPers divisions and the CNP. Pers A is basically concerned with the smooth running of the BuPers organization. In most cases the effect of Pers A upon your career is indirect. Pers B is an entirely different matter.

They Know Where You're Going—Including Up

PERS B IS CONCERNED WITH people: Enlisted advancement, Seavey/Shorvey, recruiting, officer promotions, officers' orders—many of the good things of Navy life come from Pers B.

Article A-1113 describes the duties of the Assistant

PERS B IS CONCERNED WITH PEOPLE!

Chief for Personnel Control. "The Assistant Chief," the *Manual* states, "administers and coordinates the direction of the Officer Distribution, Enlisted Personnel, Recruiting, Officer Promotions and Retirements, and Personnel Transportation Divisions of the Bureau of Naval Personnel and advises on policies and legislation pertaining to the functions of these divisions."

Seavey/Shorvey, Pers B-2, personnel at work. *Rt:* Aviation assignment

The *Manual*, in Articles A-1114 through A-1118, defines the assignments of the five Pers B divisions.

Must Reading for Junior (and Senior) Braid

PERS B-1 IS IN charge of officer distribution. This division roughly corresponds to enlisted personnel's Seavey/Shorvey section. It consists of three branches, one for grade assignment, one for officer placement and a separate branch for staff corps liaison and services. The first two branches work together in the assignment of most of the Navy's officers below captain, while the last branch is responsible for the assignment of staff corps officers, also below captain. Captains' orders are determined by two Pers B-1 assistant directors.

CHANGES ARE THOROUGHLY DISCUSSED BEFORE DISAPPROVAL!

Essentially, the functions of the first two branches are simple: The grade assignment branch concerns itself with the career development of the individual officer, and the officer placement branch is responsible for the officer manning of each Navy command.

The grade assignment branch has six sections: The commander (surface/aviation) section; lieutenant commander (surface/aviation) section; LT/LTJG/ENS/LDO (surface) section; LT/LTJG/ENS/LDO (aviation) section; TARs (surface/aviation) section; and the Wave section.

The officer placement branch consists of 11 sections, each of which controls specific types of naval activities: Fleet staffs and carriers; cruisers, destroyers and minecraft; amphibious and auxiliary; submarines; air combat units; schools; Washington departments; aviation activities; security; bureaus; and field.

Who Fills the Bill(et)?

WHEN A SECTION of the officer placement branch has a vacancy, that section notifies the appropriate section of the grade assignment branch. The grade assignment branch scans the list of eligible officers and decides who would most benefit by, and best fill, the billet offered.

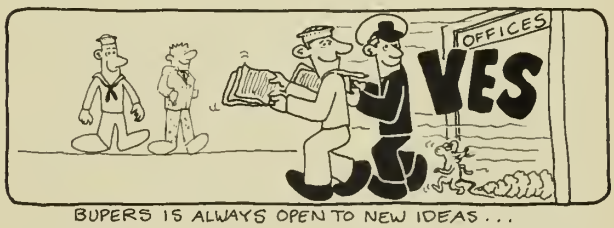
The staff corps liaison and services branch, the third B-1 branch, performs both the functions of an officer placement and grade assignment branch, assigning all officers in the Medical, Dental, Nurse and Medical Service Corps, Supply Corps, Chaplain Corps and Civil Engineer Corps. Assignment of staff corps officers is a result of liaison between the Bureau of Naval Personnel and the staff corps sponsor.

Which brings us to the second division in Pers B, the Enlisted Personnel Division. As described in Article A-1115 of the *Manual*, the division: "Initiates, develops and implements enlisted personnel policies and exercises technical control in the following areas: distribution and assignment throughout the naval establishment; classification and advancement; reenlistments, extensions of enlistments, non-disciplinary separations, and Fleet Reserve; measures which lead to the enhancement of a naval career; transfers of Reserves to Regular Navy. Implements enlisted Reserve policies in following areas: recall to active duty except "active duty for training;" screening of Ready Reserves. Exercises management and technical control of receiving stations."

B-2 is subdivided into two branches, the Distribution Branch and the Career Activities Branch. Each is further divided into sections.

To Lant or to Pac, That is the Question

THE DISTRIBUTION BRANCH controls the qualitative and quantitative distribution of naval enlisted personnel throughout the naval establishment. It also does the direct detailing of Navymen to offices of naval attaches, missions, MAAGs, certain joint and allied commands, communication security groups, special projects and similar activities; initiates and administers policy concerning humanitarian transfers; prepares replies to congressional and special inquiries related to enlisted personnel; administers enlisted leave and permission to visit foreign countries; selects instructors for and controls the flow of enlisted students through BuPers managed schools and exercises management control of EPDOConus.



BUPERS IS ALWAYS OPEN TO NEW IDEAS . . .

This branch is further divided into several sections.

BuPers has your service record on file.

The largest—and for the peripatetic Navyman perhaps the most interesting—is the Distribution Control Section. This includes the Seavey/Shorvey desk and other desks where Navymen are assigned to EPDOs in Lant, Pac and CONUS, and the swap desk (which handles no-cost-to-the-government trades). Another section—detailing—handles new construction assignments, MAAGs and Missions, Washington Activities and other special detailing. The detailing section is also responsible for

RECRUITING IS ANOTHER BUREAU RESPONSIBILITY . . .

special orders resulting from reenlistments for an offered incentive.

Another section of the distribution branch, the training assignment section, accepts requests and details men to special training, such as nuclear submarine training, conventional submarine training and functional (class A, B and C schools) schooling, including factory-schooling.

Still other sections of the distribution branch handle humanitarian assignments, statistics and Seavey/Shorvey planning (see ALL HANDS report on Seavey/Shorvey, June 1964) and rating control of critical ratings.

Reach-for-the-stars Department

THE SECOND BRANCH of the Enlisted Personnel Division is the Career Activities Branch which initiates, develops and implements policies calculated to enhance the Navy enlisted career. The division controls four sections.

The first section, Enlisted Career Retention, initiates and controls career programs to encourage reenlistments such as STAR, SCORE and other reenlistment incentives including the choice of duty option. The section also provides logistic and technical support for the enlisted retention/leadership development organization on the type commander staffs, and for the career counseling program management in the Navy.

Another section of the Career Activities Branch is responsible for enlisted advancement. It convenes the E-8 and E-9 selection boards, monitors career incentive pay, mails the E-7, E-8 and E-9 advancement letters, is responsible for changes in rating, and develops directives concerning enlisted advancement.

NECs are controlled by still another section, Classification, which writes the *Naval Enlisted Classification Manual,* controls Reservist and recruit classification and administers GCT and basic battery tests.

Still another section handles discharges, early separations, Fleet Reserve transfers, reenlistments and extensions and most medical surveys.

Article A-1116 of The Book outlines the duties of the third Pers B division, Personnel Transportation. This division handles all Navy traffic going east from CONUS and exercises administrative control over the office in Com 12 which handles Navy and Navy dependent traffic to the Pacific. If you have orders to an overseas Atlantic area, your transportation arrangements will be made through the Personnel Transportation Division, which will make reservations for you with MATS or MSTS, help you arrange for passports for your dependents, and supply whatever information and assistance you need.

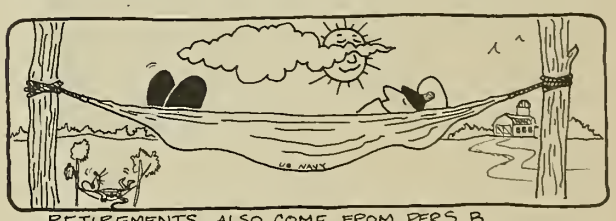
Up the Ladder, and Over the Side

THE PROMOTIONS AND RETIREMENTS Division of Pers B is next described in the *Manual.* It is responsible for the administration of officer promotions, and retirements for both officers and enlisted men. As part of its functions the division:

- Reviews established policies, directives and statutes and proposed changes concerning the promotion of all officers and the retirement of officers and enlisted men of both Regular and Reserve components and makes recommendations.
- Is responsible for liaison with other departments, agencies and offices of the government on matters pertaining to the promotion and retirement of Navymen and the processing of three- and four-star flag officer nominations.
- Reviews, when requested, petitions under the division's cognizance destined to go before the Board for Correction of Naval Records and prepares the Bureau of Naval Personnel's comments and recommendations.

The division also has a member on the Enlisted Disability Board (Pension), the Augmentation Program Board and the Inter-service Transfer Board.

Then (in Article A-1118) comes the Recruiting Division, responsible for selling the Navy to approximately 150,000 young men and women each year. Technically, the Recruiting Division: "Administers programs for the recruitment of men and women for enlisted, officer candidate and officer status in the Regular and Reserve components of the Navy. Prepares for the Secretary of the Navy the documents required for original appointment to warrant and commissioned grades."



RETIREMENTS ALSO COME FROM PERS B . . .

One More Step and You're In

THE DIVISION LAYS DOWN guidelines for recruiters, specifying (within the limitations set by DOD) the minimum qualifications for acceptance into Navy recruiting programs. The division also exercises technical

Meet the Boss of the Bureau, CNP Himself, and His Deputy

Since 1942, when the Bureau of Navigation changed its name to the Bureau of Naval Personnel, many top men have served as its chief and deputy chief. All have had one thing in common: experience —ashore and afloat—in demanding sea duty assignments and complex administrative and management billets. They knew the needs of the Navy.

The present Chief and Deputy exemplify this varied school of experience. CNP, Vice Admiral Benedict J. Semmes, Jr., for instance, has more than three decades of naval service behind him: He has been a Navyman since he entered the Naval Academy in 1930. He began his seagoing career aboard USS *Mississippi* (BB 41) and early in his career had a taste of staff duty with Commander, Battle Force until March 1938, after which he had duty on the fourstack destroyers USS *Claxton* (DD 140) and *Badger* (DD 126).

In January 1940 he was assigned to USS *Wasp* (CV 7). During the early days of World War II he served aboard the carrier in the Atlantic, where *Wasp* carried two loads of British *Spitfires* through the Axis-controlled waters of the Med to strengthen Malta. After the second trip (during which the German Navy claimed to have sunk the flattop which was giving them so much trouble), *Wasp* headed for Pacific waters. In the Pacific she participated in several engagements, including the battles for the Solomons, before she was hit by torpedoes and sank in the Coral Sea in September 1942. Just a few months later Admiral (then Lieutenant) Semmes was assigned to USS *Sigsbee* (DD 502), which was involved in action at Marcus and Wake Islands and Tarawa.

In the summer of 1944 he took command of USS *Picking* (DD 685), where he earned the Navy Cross and the Bronze Star for heroism in combat. After World War II his duties included command of USS *Ault* (DD 698), DesDiv 302 (in WestPac during the Korean Conflict), Chief of Staff for DesLant, Chief of Staff for Commander Gulf Sea Frontier and several tours in BuPers. More recently he was Commander, Middle East Force and Commander Cruiser Destroyer Force, Atlantic. He became Chief of Naval Personnel on 1 Apr 1964.

VADM Benedict J. Semmes, Jr., USN
Chief of Naval Personnel

RADM Bernard M. Strean, USN
Deputy Chief of Naval Personnel

The Chief's number one assistant, Rear Admiral Bernard M. Strean, only recently reported to the Bureau. His last assignment was as Commander Carrier Division Two, aboard USS *Enterprise* (CVAN 65). It was under his command that the three nuclear surface ships completed Operation Sea Orbit (see ALL HANDS, October 1964).

Like Admiral Semmes, Admiral Strean saw duty in the Pacific during World War II. In 1943 he took command of Fighter Squadron One aboard USS *Yorktown* (CV 10). On 15 June of the following year, while the flattop was operating in the Marianas area, then-Commander Strean earned a Distinguished Flying Cross for leading his squadron in a bold fighter sweep against the Bonin Islands, personally shooting down one Japanese aircraft. His DFC also covered his actions on 19 June when, encountering Japanese air groups attempting to strike U. S. warships, he led his squadron in an attack. Two of the enemy were shot down by Commander Strean. His squadron destroyed a total of 32 aircraft, with eight more probable kills.

The following day, 20 June, he earned the Navy Cross for extraordinary heroism in action during the first battle of the Philippine Sea. He led his squadron in the first attack on the enemy fleet and personally scored a direct bomb hit on a Japanese aircraft carrier. In September 1944 he became commanding officer of Air Group 98, and in May 1945 transferred to command of Air Group 75.

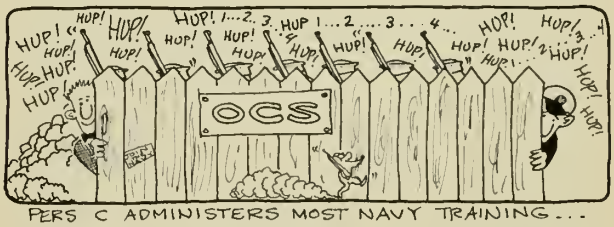
control over the recruiting establishment, which includes eight area directors, 38 main stations and 826 branch and sub stations.

In addition, the division manages officer selection programs including OCS, AOC, NavCad, in-service procurement, the college training program (NROTC), the Naval Academy and nurse and doctor procurement.

Opportunity Unlimited

PERS C ADMINISTERS all basic, technical, specialized, officer candidate, advanced and postgraduate education and training for Navymen, both Regular and Reserve, except aviation and medical training. Pers C has recently been reorganized and now includes four divisions, instead of the two now outlined in The Book.

The Weapons Systems and Fleet Training Division is responsible for management, curricula and instruction in the submarine and FBM, surface missile system, surface ordnance, and ASW systems training programs. This division is also responsible for Fleet and special training



PERS C ADMINISTERS MOST NAVY TRAINING...

programs such as diving, UDT, and counterinsurgency.

The Service Schools Training Division administers the majority of enlisted rating training, including recruit, for Navymen. It is responsible for management, curricula and instruction in shipboard engineering,

Waves at work on key punch in assignment section

electronics and the administrative rating fields. Additionally this division provides for training of both officers and enlisted personnel of the Naval Reserve and for foreign students under the Military Assistance Program.

The Officer Education Division is responsible for

FOR SECURITY CLEARANCES, PERS F KNOWS THE ROPES . . .

officer education programs in the Navy. Included in its functions are management of such programs as the NROTC, Naval Postgraduate School and officer special schools.

General military training, publications and Training Aids are three of the primary responsibilities of the General Military Training and Support Division of Pers C. This division also administers such programs as dependents' schooling and small-arms training.

Concerning the Civilian Component

THE ASSISTANT CHIEF for Naval Reserve and Naval District Affairs, who supervises the activities of Pers D, is a rear admiral. His responsibilities are outlined in Articles A-1124 and A-1125. Currently the Pers D division is undergoing organizational changes. When these changes have been completed, they will be covered in an appropriate report.

They Have a Jacket That Fits You

THE TWO DIVISIONS headed by the Assistant Chief for Records have the file copy, or master, of every open service record in the Navy. This takes up a fair amount of space but comes in very handy around the Bureau.

If, for instance, you sent in a request for a school admittance waiver or came up for warrant selection, the cognizant section in the Bureau would send for the master copy of your jacket. This enables the Bureau to take your past performance into consideration before ruling on your request or application. Navymen who stop by the Bureau are permitted to check their master records.

Performance and Security Clearance

SECURITY CLEARANCES, corrections, Navy brigs, and the performance of both officers and enlisted men is the bailiwick of Pers F. The assistant chief has four divisions.

The first of the four (Article A-1130) is the Military Personnel Security Division, which administers the personnel security programs for Navymen and for American Red Cross employees at naval installations. The division keeps on file the clearance eligibility of naval officers and issues clearance certificates for officers assigned to NATO and BuPers. It also performs the BuPers record review for all national agency checks and background investigations.

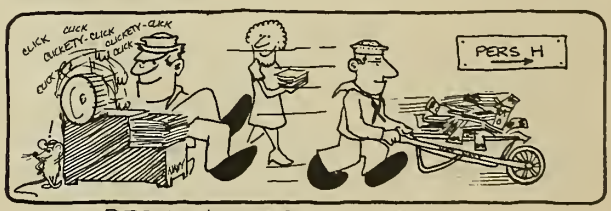
The Officer Performance Division and the Enlisted Performance Division develop and implement performance and disciplinary plans and policies. The Corrections Division exercises management control over the Naval Disciplinary Command and technical control over Navy brigs.

Welfare and Recreation: We're at Your Service

PERS G, according to the *BuPers Manual*, " . . . advises the Chief and the Deputy Chief of Naval Personnel in the formulation of policy toward the increase and maintenance of high levels of morale of naval personnel throughout the naval establishment; initiates, develops and coordinates policy concerning the administration of: central nonappropriated funds available for the welfare and recreation of personnel of the Navy, medals and awards, library service for the Navy and Marine Corps, exclusive of the technical and professional requirements for other bureaus and offices, informational service publications, functions prescribed by law involving benefits for naval personnel and their dependents, naval casualty notification, and personal assistance programs including veterans, dependents, and retired personnel affairs."

There are two divisions in Pers G: The Special Services Division and the Personal Affairs Division. The Special Services Division is responsible for physical fitness programs, library services, technical control over officers', CPO and petty officers' messes, and the administration of nonappropriated funds. Incidentally, it also produces ALL HANDS Magazine and "The Naval Reservist;" also the "Navy Chaplains Bulletin" (this latter publication in cooperation with the Chaplains Division).

The second G division is the Personal Affairs Division. It is responsible for the necessary administrative policies and procedures to insure that Navymen receive the rights and benefits to which they are entitled by law. Branches of the Personal Services Division include:



PERS H HANDLES FINANCES . . .

office services, personal services (dependents aid, veterans affairs, insurance and retired activities), casualty (notification, benefits, claims, correspondence and files), and decorations and medals.

Money Talks (Sometimes it Screams)

THE ASSISTANT CHIEF for Finance controls the Bureau's spending, which amounts to some four billion dollars each year. All this money goes for such items as pay and

entitlements, permanent change of station travel (approximately 600,000 Navy travel orders are cut each year), training (all schools except aviation and medical are financed by Pers H), personal claims and death gratuities.

Basically Pers H is the Bureau's high finance advisor, and Pers H decisions inevitably affect the Navyman. Though little of the Book refers specifically to finance, money is an underlying factor in almost every paragraph.

Pers J, Navymen of the Cloth

THE CHIEF OF CHAPLAINS advises CNP on all matters of policy relative to religion and morale. He maintains direct communications with the Secretary of the Navy, the Under Secretary of the Navy and the Chief of Naval Operations. Assisted by the Chaplains Division (J-1) the Chief of Chaplains manages the Chaplains

THE BUREAU LOOKS OUT FOR FLEET RECREATION FACILITIES!

Corps, recommending procurement, examination, training and distribution.

Women in Navy Blue and Gold

THE ASSISTANT CHIEF FOR WOMEN advises the Chief on all matters concerning women in the Navy (except for the Navy Nurse Corps and Medical Service Corps). She assists in developing related policies and programs concerned with their training and utilization, and conducts inspections to insure and improve the effectiveness of women in the Navy.

Looking After the Estate

THE ASSISTANT CHIEF for Property Management is responsible for the administration and direction of the Bureau of Naval Personnel shore station development program. Assisted by the Shore Establishment Division, Pers M administers programs for the procurement, operation, maintenance, repair and improvement of property assigned to Bureau field activities, and develops and executes construction programs.

Yes, the Navy Does Have a General

THE BUREAU OF NAVAL PERSONNEL Inspector General is responsible for inquiring into, and reporting upon, the effectiveness and efficiency of field activities under the command of CNP, and, upon request from other command and support officials, for inquiring into and reporting, any matter over which the Chief of Naval Personnel exercises technical direction and support responsibility.

BuPers Is A Big Family

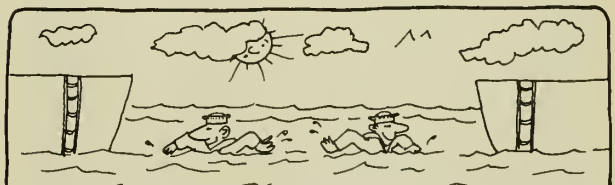
SECTION NUMBER TWO of Chapter One lists some activities which are under the primary support of BuPers. The Bureau is responsible for the management of the:

- Naval Disciplinary Command (A-1203).
- Naval Reserve Training Centers (A-1204).


Patches decorate office where aviation assignments are made.

- Naval Home (A-1205). The Naval Home in Philadelphia, Pa., is maintained to provide an honorable and comfortable home for old, disabled and infirm officers and enlisted men of the Navy, Marine Corps and Coast Guard (if the man in question served with the Coast Guard while it was attached to the Navy).
- Recruiting and procurement activities (A-1206).
- Navy Motion Picture Service Activity (A-1207). The activity, in Brooklyn, N. Y., provides motion picture service for the Navy, Marine Corps, Coast Guard and MSTS employees. The activity maintains close liaison with the motion picture industry and procures the latest and best in entertainment motion pictures in large enough quantities to supply the Fleet.
- Naval Reserve Officer Recording Activity (A-1208).
- Personnel Accounting Machine Installation (A-1209).
- Naval training centers (A-1210).
- Schools and academies (A-1211).
- Naval Correspondence Course Center (A-1212).
- Training Aids Centers (A-1213). Two training aids centers are maintained, one on the Pacific coast and one on the Atlantic.
- U. S. Naval unit which operates as a part of the Armed Forces Radio Service (A-1214).
- Family Allowance Activity (A-1215).
- U. S. Navy Band (A-1216).
- Naval personnel research activities (A-1217).

And that, once-over-lightly, takes care of the BuPers organization. Future issues of ALL HANDS will include

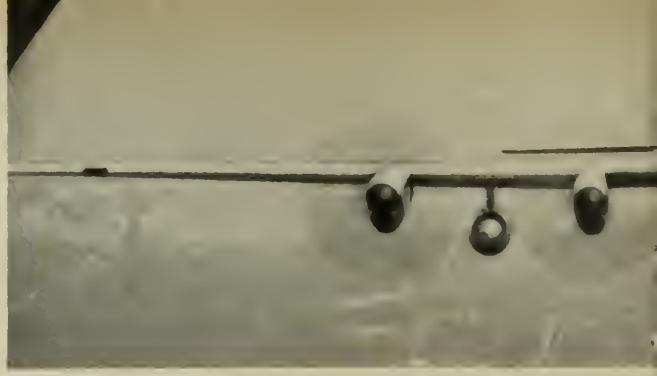

NO-COST SWAPS CAN BE ARRANGED THRU THE ENLISTED DISTRIBUTION BRANCH!

articles on those activities of the Bureau with which the Navyman is most concerned—For example those dealing with transfers, travel rules and claims, leave and liberty, service jackets, performance and reenlistment incentives. This will entail a closer look into the workings of the divisions and branches concerned, as well as the regulations they write and the programs they administer.

Jon Franklin JO1, USN

GERONIMO—VR-3's planes can drop over 90 paratroopers per plane anywhere in the world in a matter of hours.

PARATROOP DROPS were made by VR-3 crew during exercise. *Below:* Inspection of Navy unit at McGuire.



HERCULES—Turbojet C-130E transports are used by VR-3.

GLOBAL

WHEN NAVAL Air Transport Squadron Three (VR-3) moved to McGuire Air Force Base, N. J., the U. S. Navy markings were removed from its planes. But that didn't stop the squadron from continuing its record of transportation operations — far from it.

VR-3 is one of the oldest Navy aircraft transport squadrons still in existence. This year marked 23 years' longevity, the last 17 of which have been with the Military Air Transport Service around the world.

The squadron operated as part of the Naval Air Transport Service from NAS Olathe, Kans., from its commissioning in 1942 until the end of World War II. Her 100 R4D *Skytrain* aircraft carried supplies and personnel to all parts of the U. S.

Shortly after the war, the squadron moved to NAS Patuxent River, Md. During the moving and reorganization of the squadron, the R4Ds were replaced with four-engined R5D *Skymasters*. The VR-3 crews flew high priority passenger flights for the next two years.

In June 1948, the squadron became part of MATS, when the Naval Air Transport Service merged with the Air Force Air Transport Command.

Twenty-four days later, VR-3 got its first major assignment with MATS—participation in the famous Berlin Airlift. VR-3 pilots flew North Atlantic routes to Germany in support of the operating forces in the airlift. Hops were made across the Atlantic from bases in Newfoundland, Bermuda and the Azores with critically needed supplies and personnel.

WHEN THE blockade was over, VR-3 remained on the North Atlantic routes in support of U. S. armed forces in Europe and the Mediterranean.

HELP—Squadron's job includes evacuation of injured men.

NEW TRANSPORTS can be used for many purposes.

AIRLINE

In December 1949, the squadron transferred back to the Continental Division of MATS, and moved its headquarters from NAS Patuxent River to NAS Moffett Field, Calif.

For nearly three years during the Korean conflict, VR-3 crews flew shuttle runs, delivering men and supplies to the combat zone and airlifting wounded personnel from Korea to stateside hospitals.

The squadron continued its Pacific missions with flights to Japan and Hawaii until 1957, when it was assigned to the 1611th Air Transport Wing in the MATS Atlantic Division.

The new assignment brought the squadron to McGuire AFB in support of U. S. and NATO forces in Europe, Africa and the Caribbean.

A year later, VR-3 was put under the operational control of the newly-formed Naval Air Transport Wing, Atlantic. Under the single management concept of MATS, all NATWA units turned their aircraft over to the Air Force.

Early last year the R6D *Liftmasters,* used by the squadron for 12 years, were phased out. They were replaced with C-130E *Hercules* turbo-prop jet transports.

Since then the squadron has flown cargo to Europe; landed the first flight crews at San Isidro Airport in Santo Domingo during the recent tension; flown troops, equipment and supplies to Vietnam; and continued its normal trans-Atlantic operations.

In addition, VR-3 was the first Navy MATS unit to receive an Air Force "C-1" combat readiness rating, the equivalent of a Navy "E" award for battle efficiency.

And for the last seven years, VR-3 has done it all with Air Force planes.

VR-3 LANDS U. S. troops in support of strike forces.

SOP IN '43 was pulling oil from behind plane's pistons.

DESTINATIONS range from arctic to tropics. Crews carry three types of clothing. *Below:* Loading R4D in 1944.

PUTTING OUT—Al Miller strokes long putt in All-Navy. *Rt:* Red Lewis of Hawaii hit two homers in opening game.

From Navy Diamonds to the

THE NAME on the uniforms was different, but the Pacific Coast region submariners won their second straight All-Navy softball championship this year at NAS Memphis, in a final game that was twice postponed because of Hurricane Betsy.

SubFlotOne went undefeated in three games to take its fourth title in the last five All-Navy outings. The same team played last year under the banner of USS *Sperry* (AS 12).

NAS Barber's Point, Hawaii, opened the double-elimination tournament by beating SubLant, 8-6. In the following game, SubFlotOne began its winning streak by downing ServLant, 4-0.

SubLant, representing the North Atlantic region, then put ServLant out of the tournament, 5-2.

By the end of the third day, SubFlotOne was the only team in the tournament with no defeats. The team beat Barber's Point on the two-hit pitching of Jim Lee and two errors by the Hawaiians. The win put SubFlotOne in the finals, and forced a playoff between SubLant and Barber's Point to see who would get the last crack at the West Coast submariners.

Sea Raider second baseman Chuck Blackwell began the semi-final game by putting a homer over the left field fence, to give Barber's Point its first indication that this was to be a bad night.

The Barber's Point pitcher then walked the second batter, gave up a double to the third, and filled the bases when he was hit by a ball off the bat of Al Clark. After walking in a run, the pitcher was replaced.

The new Hawaii pitcher gave up another run to SubLant on a sacrifice fly and retired the side on another fly ball. The score was then 3-0. Pitcher Harvey Minkoff then stepped to the mound for SubLant to begin a no-hit game against the Hawaiians.

UP AND OUT—Bob Lockett sprays sand and ball from trap in All-Navy tourney. Lockett was in contention for crown until final day, then dropped to third.

The submariners made it 4-0 in the second inning on a double by Blackwell and a hit down the third base line by *Sea Raider* catcher Dick St. Clair.

Held hitless for the next two innings, the *Sea Raiders* scored two more in the fifth.

In the sixth inning, the Blackwell-St. Clair combination clicked for the third time in the game. Blackwell

got on with a hit to center, and came home on a wild throw to first on St. Clair's grounder. Third baseman Charlie Darden put a long ball into right field for a double that brought St. Clair across the plate, and the score was 8-0.

Darden made it to third on a passed ball, and completed the nine-run rout of the Hawaiians on Bob Custard's double to right field.

THEN THE BAD weather came. Memphis, on the fringe of Hurricane Betsy, had two days of rain—and two postponements of the final game.

When game time finally came, SubFlotOne began by getting a run in the top of the first inning on a triple by Ted Brown that brought in shortstop Don Laster.

SubLant got runners on first and third with one out in the second, but Brown then struck out two successive

POP-UP by Barber's Point batter was caught by SubLant pitcher Harvey Minkoff to retire side in semi-final game. Catch helped Minkoff to a no-hit game.

Fairways

batters to end the threat.

In the third inning, Brown walked the first two batters. He was sent to right field, and was replaced on the mound by Jim Lee.

Lee walked the first batter to face him, thus loading the bases with none out. The next batter lined into a double play to eliminate part of the threat, but St. Clair went to third and on to home on two wild pitches to score SubLant's only run of the game—and the only run scored against SubFlotOne in the tournament.

SubFlotOne scored another run in the fifth, on a pinch hit by manager Bob Petinak.

The last two SubFlotOne runs were scored in the last inning. Left fielder Dave Lange got a two-base hit to center field, stole third, and came in on another hit to center by third baseman George Giles.

Giles added the fourth and final run when he came home on a wild throw to first.

SubLant made a desperate effort to salvage the game in the bottom of the seventh. Four of the five batters who came up were pinch hitters, but Lee gave up two walks, struck out one and got the others out on pop flies to end the contest and the tournament with SubFlotOne on top 4-1.

Lee got credit for the win. The losing pitcher was Harvey Minkoff, who struck out five and gave up six hits.

SubFlotOne third baseman George Giles won the Most Valuable Player trophy for his play in the tourney.

ALL-NAVY Softball champs from SubFlotOne wear winners' grins. *Rt:* Golf winners (l-r) were Peck, St. Clair, Bollman.

All-Navy Golf

COMNAVAIRLANT's Dave Bollman, SN, found All-Navy golf competition a bit stiffer than that in his district and regional tournaments, but managed to win the 1965 Open Division title by four strokes over LTJG Stewart Schroeder, of CarDiv Three, on the final day.

Bollman had gained his All-Navy berth by winning the Fifth Naval District and South Atlantic Regional tournaments by nine strokes each.

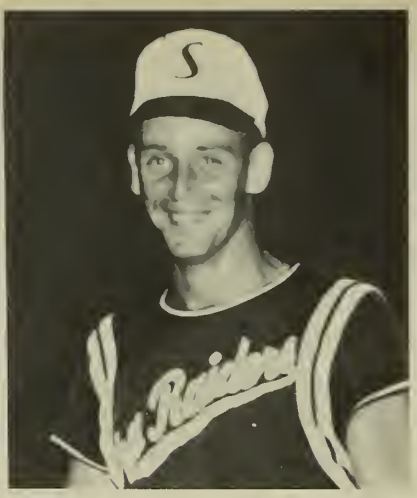
But he had to scrap for the All-Navy crown. He was open division medalist with an even par round over the 7163-yard NAS Jacksonville course. On the second day, the long-driving Iowan dropped to fourth place with a 76.

Meanwhile, Schroeder, Seaman Bob Lockett and Lieutenant Rudy Boyd, the 1958 champ, tied for the second round lead at 147.

A third round 72 gave Schroeder the lead at 219. Bollman moved up to second place with a one-over 73 and a 221 total. Lieutenant (jg) Bob Wittig and Lockett were another stroke back at 222.

Boyd had dropped out of the running with a third round 85.

The final day was all Bollman's, as he shot a one-under-par 71, the only sub-par round of the entire meet. Schroeder, who needed an even par round to win, skyrocketed to a final 77 for a 296 total and second place.



HAPPY Harvey Minkoff smiles after pitching 9-0 no-hitter in semi-final game of the All-Navy tournament.

Lockett shot a 79 for third place at 301, and Wittig dropped into a tie for fifth.

In the senior division, Commander Ed Peck, MSC, battled his way up the path to the winner's circle stroke by stroke. He began two strokes behind the first round leader, Captain J. M. Ireland, with a 75.

ON THE SECOND DAY of play, Peck shot his way into a three-way tie with Captain Ace Johnson and CWO Frank Modic by carding a one-over 73. Ireland dropped a stroke back.

At the end of three rounds, Peck was at 220, four strokes up on Johnson and seven ahead of Ireland and Modic.

Peck then shot a 77 to win the title with a 297 total. Ireland moved into second place at 304. Johnson soared to an 81, which put him in third place at 305. Modic shot a final-round 79 for fourth place.

It was a welcome victory for Peck, who was runner-up in the 1963 and 1964 tournaments to Commander Jim Kinder. Kinder didn't defend his title this year.

Estelle St. Clair, three-time All-Navy Women's Champion, opened this year's competition with an 85 to lead Gwenda Anderson by five strokes and defending champion Betsy Peeney by six.

At the end of two days of play, St. Clair still had her five-stroke lead. She widened the gap to seven over Anderson and 11 over Peeney in the third round.

Peeney, who had been consistent with three straight 91s, came in on the last round with an 84 to tie St. Clair at the end of the regulation 72 holes at 357. St. Clair had blown to a 95 on the final day.

But St. Clair, who lost her seemingly safe lead over the incumbent champ, wasn't about to lose in her fourth title bid. She defeated Peeney by a stroke on the second hole of their sudden-death playoff.

Anderson, who was in second place through three days, shot herself out of contention in the final round with a 98, for a 367 total and a fourth place finish behind Lieutenant Commander Claire Moulden, last year's runner-up.

In other competition, Al Miller, AMCS, of ComFairJax, won a nine-hole putting contest with a two-under-par 16.

Bob Lockett won the open division driving contest with a long poke of 290 yards. Senior champ Ed Peck took the senior driving title with a 258-yard tee shot. Lt. Commander Margaret Donoghue, NC, won the women's driving trophy with a 201-yard shot.

Interservice Golf

Navy Commander Ed Peck, MSC, won the senior division championship in the Interservice Golf matches at MCAS Cherry Point, N. C. The win made back-to-back victories for Peck, who had won the All-Navy senior title the week before.

Peck was senior division medalist over the 6441-yard course. He never

Here's the 1966 All-Navy and Interservice Sports Schedule

Event	All-Navy	Interservice
Basketball	Naval Station, Norfolk, Va. February 22-26	Naval Station, Norfolk, Va. March 8-11
Boxing	Naval Amphibious Base Little Creek, Va. March 21-23	Naval Amphibious Base Little Creek, Va. March 29-April 1
Judo	Not scheduled	Carswell AFB, Texas April 12-15
Volleyball	Naval Amphibious Base Coronado, Calif. April 19-22	Marine Corps School Quantico, Va. April 26-29
Wrestling	Not scheduled	Ft. Riley, Kans. May 3-6
Bowling	Naval Training Center San Diego, Calif. May 10-13	Not scheduled
Track & Field		Ft. Eustis, Va. June 15-17
Tennis	NAS Alameda, Calif. July 26-29	Not scheduled
Golf	NAS Patuxent River, Md. August 15-19	Lackland AFB, Texas August 22-26
Softball	Naval Station Long Beach, Calif. September 5-9	Not scheduled

Further details concerning these championship tournaments will be available in future issues of ALL HANDS and the Special Services Newsletter.

relinquished his lead, as he carded scores of 74-74-77-76—301, to win the crown by two strokes over Army Lieutenant Colonel C. R. Knowles.

The open division title was won by Air Force Captain W. L. Simmons, who shot a record six-under-par score of 282 for the 72 holes.

—Kelly Gilbert, JO2, USN

ALL-NAVY GOLF SCORES

Open Division	
Dave Ballman, SN	72-76-73-71—292
LTJG Stewart Schraeder	75-72-72-77—296
Robert F. Lockett, SN	74-73-75-79—301
Al Miller, AMCS	78-76-74-78—306
LTJG Bab Wittig	75-74-73-85—307
LT Rudy Bayd	75-72-81-79—307
LT Bill Scarbraugh	77-75-78-79—309
CDR B. K. Hastings, MC	78-79-78-77—312
Andy Masley, AE1	74-80-80-32—316
LCDR Fred S. Blackmar	77-77-82-87—323
LTJG Ran McLeod	78-75-84-87—324
Gale Staut, ADR2	78-83-86-78—325
LTJG Thamas B. Haney	77-81-85-84—327
Charles MacPhersan, BM1	81-77-82-87—327
LTJG Gerry Mallencap	81-84-81-81—327
Estle R. Evans, AX1	82-80-86-85—333
Senior Division	
CDR Ed Peck, MSC	75-73-72-77—297
CAPT J. M. Ireland	73-76-78-77—304
CAPT Ace Jahnson	76-72-76-81—305
CWO Frank Modic	74-74-79-79—306
Frank Fletcher, PTCM	80-76-80-79—315
CAPT Kenneth W. Heising	80-84-81-79—324
CAPT Orland Ingvolstad	85-80-82-79—326
Lance Mayfield, AK2	80-80-80-86—326
Women's Division	
*Estelle St. Clair, PN1	85-88-89-95—357
LTJG Betsy Peeney, NC	91-91-91-84—357
LCDR Claire Maulden	92-91-91-92—366
Gwenda Andersan, PN1	90-88-91-98—367
LCDR Mary Bisenius	94-90-95-92—371
LT C. L. Clintan	93-97-101-91—382
LCDR Margaret C. Danaghue, NC	95-97-99-100—391
Sarah Jackson, PNCS	98-102-96-95—391
Lynne Harrisan, PH3	100-103-98-96—397
LT Sarah Watlingtan	100-100-103-95—398
Gladys L. Narris, SK1	107-102-105-105—419
LCDR D. J. Green, NC	101-109-113-105—428

*Denates playoff winner

Glynco Is Skeet Champ

A team of Navy skeet shooters from NAS Glynco has won the World Championship for .12-gauge, Class C Open shooting in a meet at Savannah, Ga. The men broke a total of 1129 clay pigeons for the title.

Each member of the team was awarded a gold medal and patch. In addition, the six were awarded gold pins by a gun manufacturer for breaking 50 straight birds.

The shooters, and their scores: G. L. Worsham, TD1, 225; T. J. Schad, TDC, 228; B. J. Peter, TD1, 215; F. E. Wyrick (team captain), AT1, 231; G I. Paschall, ATC, 230; and C. H. Stone, AEC, 228.

FROM THE SIDELINES

SENIOR DIVISION teams for Interservice Golf are made up of three men from each service.

This year, as you've read elsewhere on these sports pages, the senior title was won by Commander Ed Peck, USN, one of the three men the Navy sent to the tournament.

But it might be said that the Navy had better than even odds of coming up with the title. In addition to CDR Peck, Captain Tex Ireland and CWO Modic, two other Navymen were participating in the event —for a total of five.

The other two Navymen were Commander Jim Kinder and Commander L. R. Cochran, both Medical Service Corps officers—and both serving with Marine units. Kinder is stationed at Camp Lejeune, and Cochran at MCAS Cherry Point.

By one of those strange quirks of the rules, Kinder and Cochran were eligible to participate in either the All-Navy or All-Marine tournaments. They elected to play for the Marines, and Kinder won the All-Marine Senior Division.

★ ★ ★

By another quirk, Peck's win in the Interservice meet was a victory in another sense, as Kinder finished the tournament in third place.

Kinder, as you golf buffs will recall, defeated Peck in All-Navy competition two years straight, 1963 and 1964.

★ ★ ★

Statistics don't always tell the story of the game, but in the Hawaii Interservice Baseball League, it's a good bet that no one will argue with them.

The SubPac *Raiders* are a good example. The team won a league play-off with the Hickam AFB *Flyers* in two games, by scores of 3-2 and 7-6.

A closer look at the season's record books will tell you why. *Raider* third baseman Roy Franklin took the league batting crown with a .389 average, and scored the most runs in the league—63.

Outfielder Gary Fagan was second in league batting, with a .383, and led the league with 149 total bases and 21 doubles.

Outfielder Jerry Stephens was third in batting with a .349. He also led the league with 259 trips to the plate, 75 hits and 33 stolen bases.

Harry Basore, another *Raider*, led the league with 51 RBIs.

Pitcher Jerry MacDonald was chosen as the league's Most Valuable Player. He garnered a 13-3 record and a 1.58 earned run average. He also helped his own cause at the plate (a rarity among pitchers) by hitting .403 in 62 at-bats.

That accounts for five of the *Raider's* usual starting nine. We wonder how they lost the season's first half title.

★ ★ ★

To Harry Wickens, SN, the word "enter" must mean "set a record." That's just what he's done this year in swimming meets.

Wickens, of UDT School, Little Creek, Va., entered three events in the All-Navy Swimming Championships with the South Atlantic team. He swam his way to record-setting victories in the 400-meter and 1500-meter freestyle events, and swam the freestyle anchor lap on the winning 400-meter medley relay team, which set another All-Navy record.

His most recent accomplishment was in the Virginia State AAU Swimming Championships, held at Little Creek. There he proved that he was not only fast, but versatile as well. Wickens entered only one event—the 200-meter butterfly. He won it with a new state record of 2:40.6.

That's not a bad batting average for a swimmer.

—Kelly Gilbert, JO2, USN

BUOY BOAT was stripped down for rejuvenation. *(Rt.)* Six-foot bow extended the scale length of *Enterprise Jr.*

FLIGHT DECK was painted with non-slip grit. *(Below)* Miss Seattle Boat Show 1965 christens Navy's vessel.

USS Enterprise Jr.

THE NAVY now has a 53-foot aircraft carrier.

Homeported at U.S. Naval Supply Depot, Seattle, Wash., *Enterprise Jr.* has joined a 20-foot *Polaris* submarine and a 22-foot miniature *Long Beach* to make up the Navy's smallest task force.

The task—to promote general interest in the Navy and stimulate recruiting in the Pacific Northwest.

Since she was first put into water, *Enterprise Jr.* has done just that. The new carrier's first port of call was the Seattle Center Coliseum, where she served a nine-day stint as center of attraction at the Seattle Boat Show. An estimated 68,000 visitors viewed her there.

Enterprise Jr. led 1300 boats in the Seattle Yacht Club's Water Parade, an event viewed by thousands of spectators and a live color television audience in the area. In addition, she has participated in a ship launching and has been on display at a local pier and a yacht club fete.

In her first year she will take part in numerous exhibitions and recruiting programs, and it is anticipated that she will be viewed by several hundred thousand spectators. Already her flight operations have made a big hit with Navy juniors and the local recruiters.

Unlike her namesake, *Enterprise Jr.* was not built from keel up as a carrier. Her beginning was as a Coast Guard buoy boat.

When recruiters got the idea to build a model carrier, the surplus hull was found at an Oregon Coast Guard station and transported to Seattle for the restoration.

THROUGH THE EFFORTS of Reserve Ship Activation, Maintenance and Repair Division 13-4 (S) and the local Recruiting Aids Department, the four and one-half months of work began.

Photographs and a 26-inch model of the larger *Enterprise* were used as guidelines to ensure scale authenticity.

When work on the hull was completed, a newly-overhauled diesel engine was installed and an engineering compartment built around it.

The bow section was added, covered with fiber glass and sealed from the inside with styrofoam to ensure watertight integrity.

The ship's superstructure, made of plywood, was made big enough to house the ship's operator and the necessary controls for self-propulsion. Power steering, power clutch, throttle, compass and a full set of engine instruments were installed. They were positioned so that the operator could see to navigate from the scale bridge.

To facilitate maneuvering in close quarters, the superstructure was hinged to tilt aft, exposing the operator's head and shoulders. (Guiding the model is a one-man operation, except for docking and lock operations.)

Then nearly ready to join the Fleet,, *Enterprise Jr.* was christened with a bottle of champagne and lowered into the water for the first time. Miss Sue McClellan, a local

FIRST DIP—Scale model touched water for first time at launching. (*Right*) Completed "Little 'E'" sits at dockside.

Sails with the Pint-Size Fleet

beauty queen, rendered the traditional honors. Local news media covered the event much as they would a similar ceremony involving a ship of the line.

WHEN HER maiden voyage to the Seattle Boat Show was completed, *Enterprise Jr.* returned to NSD for outfitting.

The below-decks area was divided into three compartments. On the schedule for the forward compartment were a refrigerator, stove, sink, marine head and two divans which convert to four bunks.

Engineering spaces make up the second compartment.

The after space was equipped primarily as a lounge, since the low overhead precludes much other activity. Scheduled for this area was wood paneling, wall-to-wall carpeting and a glass-topped chart table.

Topside, the two after elevators were slated for installation of equipment to run them electrically. The arresting cable and one catapult were also made operable.

Though a lot of work and equipment went into the building of this ship, her total cost actually represents a cash outlay of just $226. This was made possible through generous donors, surplus items, friendly junk piles and salvage.

Like most other carriers, *Enterprise Jr.* has a first to boast about. Her first underway flight operations took place early in May, near NAS Seattle. Dr. Ralph Brooke, current World Champion Radio Control Flyer, made three successful launchings, one air recovery and two arrested landings from the model carrier with a scale model F4U.

The following day the ship conducted flight ops in conjunction with the Northwest Regional Model meet and Armed Forces Day activities at the air station. Five models were launched from the flight deck and two arrested landings were made during the demonstration.

Like her larger counterparts at sea, *Enterprise Jr.* needs one more thing to be complete in every respect—planes. Eventually, six scale model A4D *Skyhawks*, two A3D *Skywarriors* and a C1A *Codfish* will adorn her flight deck.

Then she'll be just like her big sister. —Kelly Gilbert, JO2, USN

FLIGHT OPS—During model meet at NAS Seattle, *Enterprise Jr.* successfully launched and recovered several planes.

LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

E-8, E-9 Exams

SIR: I recently took the examination for E-9, and I can't help but wonder about the composition of E-8 and E-9 tests. There is so much on word analogies, mechanical comprehension and math, yet so very little on rating and leadership.

It seems a little strange to me, and to others I am sure, that to advance to the top enlisted pay grade a man is required to be less familiar with the professional aspects of his rating.

It also seems as though an engineman or machinist's mate who works crossword puzzles and knows his math could pass the test for senior or master chief yeoman.—R. L. W., YNCS, USN.

• *Perhaps an engineman or machinist's mate could pass the YNCM test. One way or the other it's irrelevant. An EM or MM would not be allowed to take the YNCM test.*

The way BuPers—and the Exam Center—looks at the situation, rating proficiency should be a relatively minor part of the examination. By the time a Navyman has advanced to E-7, he is expected to know his rating and know it well.

An E-8 or E-9 is expected to be a good administrator. Consequently, a relatively large proportion of the questions are devoted to those subjects essential to good management.

For those interested in the proportional composition of the senior and master chiefs' exams, here is the breakdown: 30 questions on proficiency in rating; 30 questions on supervision; 30 questions on military subjects; 20 questions on mechanical comprehension; 20 questions on verbal analogy; 20 questions on arithmetic.

Incidentally, for all advancement exams, a passing score is a composite of all sections. You do not necessarily have to pass each section.—ED.

Wants His Former Ship

SIR: The latest mess deck scuttlebutt is that some mothballed heavy cruisers will be recommissioned. True or false?

I helped decommission USS *Los Angeles* (CA 135) in 1963. If she's coming back in commission I'd like to be aboard. What's the story?—L. D. C., ETR3, USN.

• *We are not able to substantiate the rumor that additional cruisers are slated for reactivation.*

For your information, however, when a ship is to be recommissioned, BuPers notifies the appropriate EPDO and a call goes out for volunteers. Men with a special interest in a particular ship are thus afforded the opportunity to join the recommissioning crew.—ED.

Eligibility for Advancement

SIR: While I was attending Fire Control Technician "B" School, I was told that completion of school would satisfy the requirement for correspondence courses for advancement for FTM1. But when I checked with my education and training office, I was told this was not the case.

Who is correct? Needless to say, I find this rather confusing and somewhat alarming. I suddenly discovered that I'm not as eligible for advancement as I thought.—J. M. E., FTM2, USN.

• *We can well understand your plight. Perhaps we can clarify the situation.*

We're not sure what you asked your E & T office, but we'll assume that you thought you were eligible to take the exam since completion of "B" school satisfies the requirement for enlisted correspondence courses.

On that basis, you are only partially right. Completion of "B" school does satisfy the requirement for professional training courses, but that is only part of the requirements. Remember, you also have a military correspondence course and practical factors, both professional and military, which you must complete before you are eligible to take the advancement exam.

In addition, your CO must also recommend you for advancement before you can take the test.

Therefore, simply because you completed "B" school, you are not automatically eligible to take the E-6 exam.—ED.

NEW TUG—The Navy has 16 tugs, like the one above, under construction. The new 760 class has berthing for 12 men and will assist large ships in docking.

Who Does the Multiplying?

SIR: After I read the Service in Pay Grade Section of the "Navy Briefing on Advancement" which appeared in the July issue of ALL HANDS, I wondered whether it was the command or the Naval Examining Center which credited the man with the numerical factor of 02.00 on NavPers 624 and 624W for time served in pay grade.

Since there is no indication on the NavPers form that the multiplying should be done by the command, I assume this is done by the Naval Examining Center. Am I right?—J. L. D., PN1, USN.

• *You are correct. The command enters the month and year (as requested on the form) on the NavPers 624 and 624W. The final multiplying is done by the Naval Examining Center.*

The Exam Center will monitor this closely to make certain no confusion exists on this point.—ED.

Why Not PN Recruiters?

SIR: Why are personnelmen first and chief excluded from duty at recruiting branch stations? It seems to me they would be the logical choice for canvassing duty.

In the first place, any Navyman ordered to recruiting duty must attend PNC-1 school. Secondly, recruiting duty is primarily interviewing and selling the Navy to people not acquainted with it. Third, a recruiter must know the opportunities and benefits available to Navymen.

A PN shouldn't need the schooling and is expert in both the second and third categories.

To strengthen my point, the *PN 3 and 2* manual states: "Nobody needs to know his Navy better than a personnelman. Almost every one of his duties (classification, interviewing, speeches, leadership and testing) requires a background of general Navy knowledge." The training manual also says, "Besides understanding the Navy, a personnelman has to know people and how to handle them successfully."

Under the circumstances, who is better equipped for recruiting duty than personnelmen?—E.E.B., PN1, USN.

• *Absolutely no one. Unfortunately, there just aren't that many PNs. There are two very good reasons why PNs aren't used as recruiter-canvassers.*

Branch stations usually consist of two to four canvasser-recruiters who, before reporting, are sent to PNC-1 school to learn to do the necessary paperwork and AFQT testing. This paperwork makes up a relatively minor part of their duties.

In such a billet a PN would be wasted—especially considering the chronic shortage of personnelmen at bases and aboard ships where their administrative talents can be utilized full time.

A large percentage of recruiter-canvassers come from the "sea duty" ratings, for which there are few jobs in their specialties ashore. The use of these men as canvassers improves the morale of the ratings and, at the same time, takes advantage of their greater experience in the deck Navy. These are two major considerations, even if there were enough PNs to fill every recruiting billet.

Even so, this does not exclude you from recruiting duty—only from a canvassing billet. Personnelmen—as well as YNs and SKs—are used at main and substations in support billets, performing general administrative duties. If you're on Seavey and otherwise eligible (see Chapter IV of the "Enlisted Transfer Manual") for recruiting duty, there is a good chance you can be assigned to one of the 38 main stations. If you hold NEC 2612, you could be assigned either to a main station or one of the 35 substations.—ED.

POMP AND CIRCUMSTANCE—Students at the Naval Postgraduate School move to King Hall for graduation exercises. Degrees were given to 158, including six women, in management, arts/sciences and engineering fields.

Code of Military Justice

SIR: I would like to correct a statement you made in your interesting article about Iceland which appeared in the July issue of ALL HANDS.

On page 14 you state: "During a stay in Iceland, all military, dependents and civilians are subject to the UCMJ . . ."

It is true that Article 2 of the UCMJ, which enumerates those persons subject

Rating Control for Navy Ratings

SIR: As Number 10 on the list, I just received your July issue. The article concerning rating control and what it is attempting to accomplish was of considerable interest to me.

For all hands interested, I would like to comment that the AT and RD ratings are now under this concept and the AE, AQ and PH ratings were scheduled to commence rating control before the end of September.

The rating control officers are all located at the Bureau of Naval Personnel, Arlington Annex, Rooms G808, G810 and G812, except the MA/TD rating control officer. He is located at the Enlisted Personnel Distribution Office, Continental United States, Bainbridge, Md. Officers and technical assistants presently assigned are:

FT/GM	Pers B-2161	LCDR P. K. Callins GMCS R. L. Spaulding	OX 4-3072
ST	Pers B-2162	LT. T. J. McEnaney STCM C. A. Poliskey	OX 4-3811
ET/DS	Pers B-2163	LT R. A. Niederer ETCS E. O. Schultz	OX 4-3821
RD	Pers B-2164	LT P. D. Rogers RDCS E. C. Healy	OX 4-4785
RM	Pers B-2165	LT D. F. Parker RMCS(SS) T. F. White	OX 4-2217
AX/AT/PT	Pers B-2166	LT R C Truax ATCS H. W. Fawcett	OX 4-3072
AE/AQ/PH	Pers B-2167	AEC D. H. Walker	OX 4-4785
MA/TD	Pers B-2168	LT J. V. Coleman MACM J. W. Newman	378-2121 (Ext. 258)

The program is getting into full swing. The rating control officers and their technical assistants are interested in doing as helpful a job as possible in coordinating all facets of the ratings for which they are responsible—J. E. Majesky, CDR, USN, Head, Rating Control Section (BuPers).

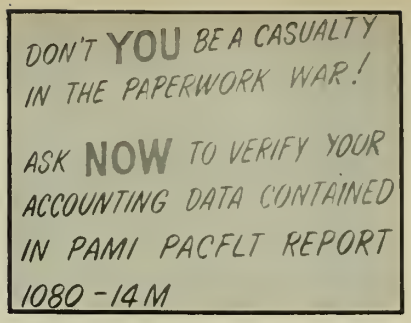
• *Thank you for your valuable information, Commander.*—ED.

to the Code, provides for "all persons serving with, employed by, or accompanying the armed forces without the continental limits of the United States . . ."

However, in a series of cases in 1957 and 1960, the U. S. Supreme Court declared that this portion of Article 2 was unconstitutional insofar as it provides for the trial of dependents and civilians for capital or non-capital offenses.

The effect of these decisions is to remove dependents and civilians from the purview of the UCMJ. However, it should be noted that they are subject to Iceland laws.—G. M. H., LCDR, USN.

• *Thank you, Sir. We hope that few, if any, of our readers will run afoul of the UCMJ. We appreciate your passing this information on.*—ED.



One Final Word

SIR: I guess by now the subject of T. A. M. and the pros and cons of the personnelman's role are an old story. I would like to add one more thought on the subject of the PN's role, especially as it relates to assisting personnel to understand the 1080 report.

(Editor's note: In the February 1965 issue, ALL HANDS printed a letter submitted by T. A. M., PN2, USN, inquiring why so many "tools of the PN's trade" are exposed to every sailor. His feeling was that this generates a lot of unnecessary questions and places an unfair burden on the PN, who should be trusted to do his job correctly without being checked by every man in his unit. Fleet response was published in the June 1965 issue.—ED.)

I would like all PNs to see the enclosed photo. It is of a sign which is displayed prominently at our personnel office.

This sign represents an opposite approach to dealing with our crew on

Discovered at Last: The Fount of All Sea Stories

SIR: Way back in your February issue, you asked for more details concerning Cap'n Mossbottom's efforts to explore the tunnel between the Rock of Gibraltar and Morocco. I asked him about it the next time I saw him, but I don't know. Sometimes, I suspect him of exaggeration.

To hear him tell it, he must have been the navigator when the Ark hit that rock. And then he let on as to how he was with Hakluyt on those famous voyages and that he'd rounded the Horn so many times that it was worn down to a dull fid. The way he tossed around the names of Preble, Decatur, Semmes and Sims, not to forget Farragut and Dewey, you wonder how the old outfit ever managed to get along without him.

When it comes to telling tall tales he would make Diogenes cringe in horror, and both Ananias and Baron Munchausen would have backed water.

"Say, Sonny Boy, did I ever tell you about the time I was sailing down the Red Sea? Didn't eh? Well, it got so hot that the Red Sea turned white! Really was boiling, it was." That sort of thing.

He says he was in the deck force all the time, but judging from the way he sounds off, I'd say he belonged in the band. He can sure blow that horn of his. After all, his first name is Gabriel and he lives up to it.

I tried to pin him down as to what class he was, but he insisted that he was in a class by himself. He never did get around to telling me more about that tunnel.

I do know, however, that he served on board the old USS *Pittsburgh* (Armored Cruiser No. 4), because I was there too.

All retired old-timers think back to their first ship, and *Pittsburgh* was the first in which I was assigned as a newly graduated ensign. I reported to the Captain of the Yard, League Island Navy Yard, to help in the recommissioning of the old armored cruiser, taking part in that job with 21 other members of my class, and five from the class of 21-A. Back in those days we didn't put ships in mothballs, but sloshed them down with 600-W, so the biggest job was scraping away the grease to start the ship off on her career as the flagship of Commander U. S. Naval Forces, European Waters.

Pittsburgh left in the early fall of 1922 and remained on detached duty until the summer of 1926, in the meantime covering about every worthwhile stretch of coast and visiting every port of note in the Mediterranean, Near East, up and down the Channel, around the British Isles, and in the Baltic.

I don't know what happened to Cap'n Mossbottom during the cruise, but I do know that I was the only officer who started out with her and helped bring her back to New York, where she enjoyed her first regular Navy Yard overhaul in more than four years. Then she went out to the China Station to relieve *Huron* as the flagship out there.

Pittsburgh was a clean, efficient and happy ship, just about the last of the old coal-burners. Her reciprocating engines and sooty firerooms were a far cry from today's clean and sparkling nuclear power plants when she was built shortly after the turn of the century.

I was also fortunate in having been assigned to put the first modern heavy cruiser, USS *Salt Lake City*, in commission—another happy ship, and I served in her for almost three years. I might mention that the refueling job was a much cleaner one than in *Pittsburgh*. Much easier to lead out some fuel hose lines and turn the spigot than to rig all those coaling booms; reel out miles of whips; break out wheel barrows by the score and heave around with all those back-breaking shovels all day long. Not to forget eating all that coal dust for days to come until the ship was cleaned down from top to keel again.

Keep ALL HANDS on an even keel. If Cap'n Mossbottom sees anything adrift, I'm sure he will let you know—Isaiah Olch, CAPT, USN (Ret).

• *We're sure he will. We've missed his firm guiding hand the last few months. By the way, did anyone but him ever find that tunnel?*—ED.

personnel matters than that proposed by T. A. M.

If T. A. M. should ever receive orders to this station, he would be indoctrinated to our way of thinking. I don't think it would take me long to convince him that, as a PN, he should respond to every man's request for information concerning personnel matters. It's not enough for him to know the mechanics of his job—the technique of dealing with people requires much more.—A. J. L., PN1, USN.

• *Thanks for your comments and a copy of your sign. (See cut.)*—ED.

Here's That Fuel Bag Again

SIR: I read with interest the letter which gave a short account of fueling blimps at sea (June issue, Page 54). I might be able to throw some light on what the blimp did with the fuel bag.

I was stationed aboard the fleet oiler USS *Chukawan* (AO 100) during the summer of 1956. We operated in the Chesapeake Bay area for about three weeks and did nothing but refuel blimps.

We used two methods. In one, the blimp would lower a steel cable from a special socket. We would attach a high pressure fueling hose with a special nozzle to the cable, and upon our signal, the blimp would hoist the hose into the socket. Then pumping operations would begin.

In the second method we used a fuel-filled rubber bag, which also had this same special nozzle molded into the top of its teardrop design.

I'm not sure on this point, but once the bag was hoisted into place in the blimp, I believe air pressure was used to force the fuel out of the bag and into the blimp. I have never had the chance to talk with anyone who knows about this part, so I'll leave it to speculation. Or maybe an airdale from the old Navy knows.

Should anyone still doubt that blimps can be fueled by a bag or hose from ships, have them contact me. I have photographic evidence.—F. H. Lord, EM1, USN, E. Division, USS *Independence* (CVA 62).

• *Thanks for the information. You may not have had time to see the October issue when you made your query; for there LCDR Lawson has one answer.*

As he tells it, the fuel was transferred by a submerged fuel pump in the bag. Unfortunately, says LCDR Lawson, "the fuel bag remained in the after station of the blimp, a latent bomb with fuel fumes sufficient to blow the car and crew to kingdom come."

Presumably the project was dropped because of the many dangers.—ED.

Bellevue Housing Is For EMs Only

SIR: Your article beginning on page 58 of the August issue, concerning living conditions in Washington, D.C., failed to mention that the Bellevue Housing area is for enlisted men only.

Since we have been receiving letters of inquiry from officers on this subject, it might be well to mention this fact in an upcoming issue.—B.A.B., CDR., USN.

• *It is mentioned herewith—Bellevue Navy Housing is for enlisted men only. Officers must find housing on the local economy and can be guided by the rental scale given in the August issue.*—ED.

Ship Reunions

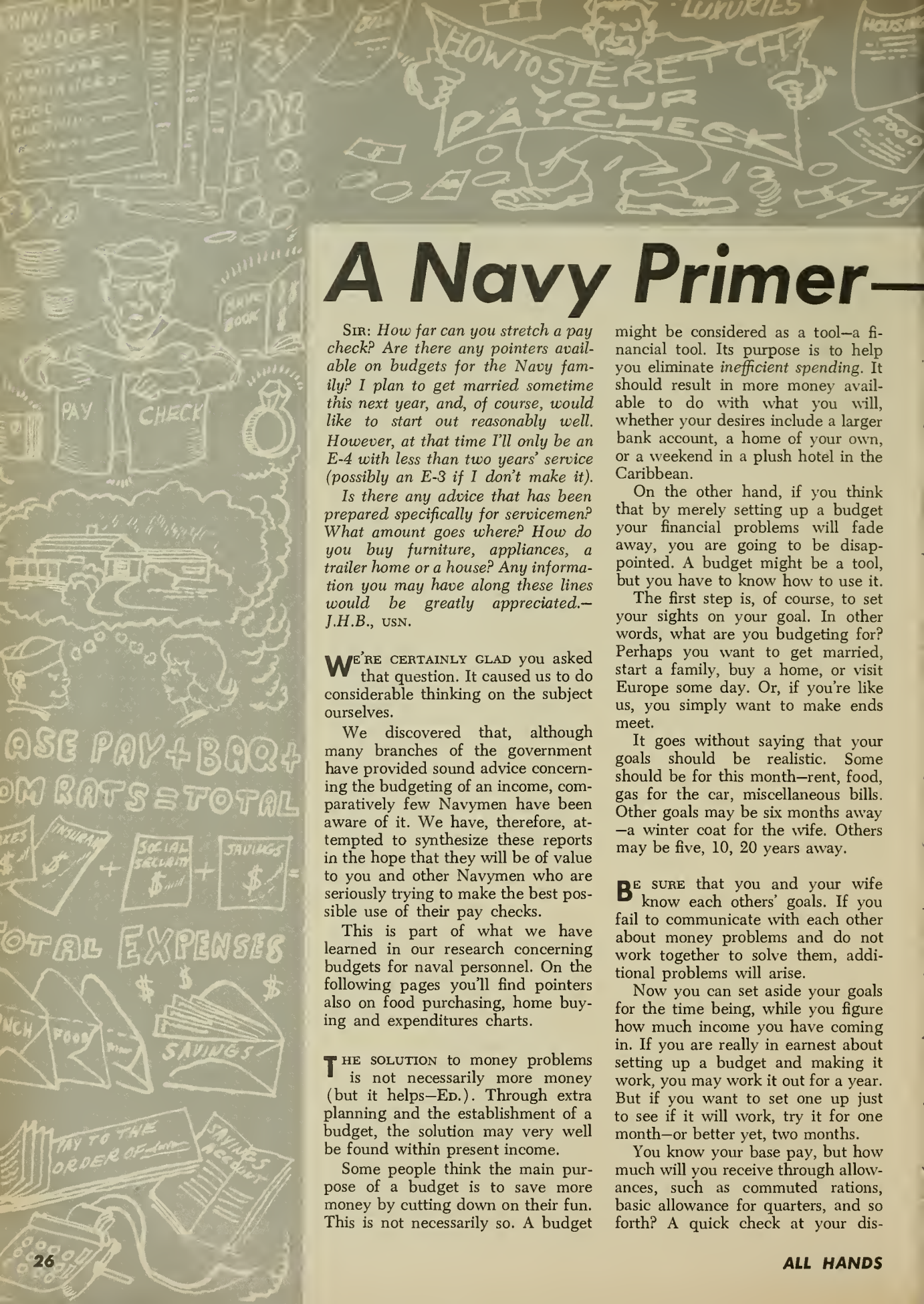
News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• USS *Laffey* (DD 724)—A reunion for officers and men who manned her from commissioning through 16 Apr 1945 is being planned for 16 Apr 1966 in Norfolk. For details, write to Captain P. B. Smith, USN, Bureau of Ships (Code 450), Navy Department, Washington, D. C. 20360.

• USS *New Orleans* (CA 32)—Plans are underway for the first reunion, to be held in the summer of 1966. For further information, write to S. F. Wallace, P.O. Box 990, Kingsville, Texas 78363.

• USS *Dale W. Peterson* (DE 337)—Former crew members interested in a reunion during the spring or summer of 1966 may write to James H. Ashburner, RMC (SS), Commander Submarine Squadron TWO Staff, Box 78, U. S. Naval Submarine Base, New London, Conn.

• USS *West Virginia* (BB 48)—The 11th annual reunion will be held on 4 December at the VFW Hall, Gardena, Calif. For further details, write to R. A. Brown, VFW Hall, 1822 West 162nd St., Gardena, Calif.



A Navy Primer—

SIR: *How far can you stretch a pay check? Are there any pointers available on budgets for the Navy family? I plan to get married sometime this next year, and, of course, would like to start out reasonably well. However, at that time I'll only be an E-4 with less than two years' service (possibly an E-3 if I don't make it).*

Is there any advice that has been prepared specifically for servicemen? What amount goes where? How do you buy furniture, appliances, a trailer home or a house? Any information you may have along these lines would be greatly appreciated.—J.H.B., USN.

WE'RE CERTAINLY GLAD you asked that question. It caused us to do considerable thinking on the subject ourselves.

We discovered that, although many branches of the government have provided sound advice concerning the budgeting of an income, comparatively few Navymen have been aware of it. We have, therefore, attempted to synthesize these reports in the hope that they will be of value to you and other Navymen who are seriously trying to make the best possible use of their pay checks.

This is part of what we have learned in our research concerning budgets for naval personnel. On the following pages you'll find pointers also on food purchasing, home buying and expenditures charts.

THE SOLUTION to money problems is not necessarily more money (but it helps—ED.). Through extra planning and the establishment of a budget, the solution may very well be found within present income.

Some people think the main purpose of a budget is to save more money by cutting down on their fun. This is not necessarily so. A budget might be considered as a tool—a financial tool. Its purpose is to help you eliminate *inefficient spending*. It should result in more money available to do with what you will, whether your desires include a larger bank account, a home of your own, or a weekend in a plush hotel in the Caribbean.

On the other hand, if you think that by merely setting up a budget your financial problems will fade away, you are going to be disappointed. A budget might be a tool, but you have to know how to use it.

The first step is, of course, to set your sights on your goal. In other words, what are you budgeting for? Perhaps you want to get married, start a family, buy a home, or visit Europe some day. Or, if you're like us, you simply want to make ends meet.

It goes without saying that your goals should be realistic. Some should be for this month—rent, food, gas for the car, miscellaneous bills. Other goals may be six months away—a winter coat for the wife. Others may be five, 10, 20 years away.

BE SURE that you and your wife know each others' goals. If you fail to communicate with each other about money problems and do not work together to solve them, additional problems will arise.

Now you can set aside your goals for the time being, while you figure how much income you have coming in. If you are really in earnest about setting up a budget and making it work, you may work it out for a year. But if you want to set one up just to see if it will work, try it for one month—or better yet, two months.

You know your base pay, but how much will you receive through allowances, such as commuted rations, basic allowance for quarters, and so forth? A quick check at your dis-

How to Stay Fiscally Fit

bursing office might be your quickest answer on how much you really earn a month.

Make a list which shows where your money is coming from before anything is taken out. (Money taken out would be taxes, insurance, social security, savings, etc.) Include the money you receive from the Navy, money from other sources and any extra income you may earn from a second job.

Now you begin to estimate your expenses. It is suggested that you keep a record of what you actually spend for one or two months. Be sure to keep an accurate record. Thus you will have a good basis for estimating your future expenses.

WE'VE SAID IT before, and we'll say it again. The primary purpose behind a budget is, of course, to make sure your money offers you what you want most. The budget is merely a tool which requires some system or planned method of separating your money for current spending, for your future needs, and for any debts you may have.

There are, of course, several systems which you can follow. Here are the mechanics of four systems, one of which you may find useful:

• ***The Envelope Method***—If you are the type who shies away from figures, you may find this to be the simplest way to live within your plan. Each pay period, you simply divide up your income and put it in different envelopes, purses or small boxes.

For example you may have four envelopes labeled "*Food and housekeeping,*" "*Rent and utilities,*" "*Lunches, transportation and pocket money,*" and "*Reserves and emergencies.*" (You might separate them further, into eight or ten envelopes.) Undoubtedly at some time or other, you will find this method quite a challenge not to borrow from one category to fill another.

On the other hand, should the money in one envelope give out befor the end of the pay period, you have five choices from which to decide: (1) No further purchases in that category until the next pay period; (2) borrow from another envelope; (3) dip into your emergency fund; (4) borrow the money; and (5) buy now on credit and pay later.

Should you choose the fourth or fifth method, you will need another envelope, labeled *Payments due*, into which your repayment must go. While postponing payment may seem to solve the problem for the moment, you will find that, over a period of time, you will get less goods and services for the same amount of money. Also, you will learn how much you must sacrifice from all the envelopes to bring the "payments due" envelope up to the proper level. We'll have more to say about credit later.

Should you find it necessary to borrow from another envelope or dip into your reserves, your budget plan may not be realistic. Perhaps the amounts you put in the envelopes next month should be somewhat different.

• ***The Checkbook Method***—You may find that a joint checking account would work better for you than the envelope method. Within agreed-upon limits, you can pay bills and draw cash as needed to meet your requirements.

A review of the checks written during a specified period will show you exactly where you stand. In other words, such a summary made once a month will give you a good picture of where your money goes. From a study of this you can make a list of planned expenditures according to each bi-weekly pay check.

• ***Savings Accounts Plus Checkbook***—You may want to use a savings account for your reserves and for such things as taxes and other large expenses of the year. For your monthly and weekly needs, you will use your checking account.

There are some obvious advantages in this method which the others do not offer. For instance, your funds which are not used right away will be earning interest for you while you wait for the time to use them. And it won't be quite so easy to dip into your emergency fund as it is to write a check. You can plan your expenditures, especially if you make a simple "pay out" list (see below).

• ***Tallying or Recording Expenses***—If you don't mind working with figures, you may wish to keep a detailed tally of your cash expenses. In this manner, you will have no doubt about where your money is going. And you will find you can more easily make a satisfactory periodic reckoning if you tally all purchases as you go along. By checking your past expenditures, you can estimate quite well what future expenses will be.

A hint: Keep your records simple. The simpler they are, the more likely you are to keep them. Recordkeeping does not necessarily have to be a continuous process (but it should be done periodically). Once you have set your spending pattern, records—at least detailed ones—may not be so necessary. But records show progress you've made and point to problems you may need to solve.

DON'T FEEL YOU MUST decide on any special system at this moment. The system is only incidental to the final result.

• Once you have decided, how-

ever, the first step in carrying out your spending plan will be to enter your *weekly and monthly fixed expenses,* such as rent, telephone, payments on installment debts, and so forth. If you enter these first, you can see how much they will be before you begin to allocate the rest of your income.

• Next, enter your *long range fixed expenses* that come up quarterly or once a year, such as income taxes, insurance premiums and vacations. You will find you will be better off *if you put aside a small but definite amount each month* toward these large and irregular expenses to spread their cost and have money to meet them when due.

• At this point, you may decide you want a *savings plan,* and you can enter this as a fixed obligation, too. It may not be a bad idea to start an *emergency fund.* Eventually, you are bound to have some extra expense that comes up at the most unexpected times. For example, the car battery may have to be replaced on the last day of the month, or unannounced guests may arrive while the grocery budget is at low ebb.

• After your fixed expenses come your *flexible expenses*—the ones that fluctuate from week to week or month to month.

The records which you kept for a month or two will be a big help if you have them. But they won't necessarily be a complete guide. In other words, you may have some expenses coming up that didn't occur while you were keeping the record. A record kept in July and August, for instance, is not likely to show such expenses as winter clothing, or fuel for heating.

NOW YOU ARE READY for the balancing act—comparing your planned expenses with your income. If your income covers your expenses, and you are satisfied with the results—fine.

But more than likely, your first "list" of expenses will add up to more than your income. Then you will have to look at all parts of your plan. Where can you cut down? Are you overspending? You must decide what things are more important to you and which ones can wait.

Granted, you need adequate food, safe and decent housing and clothes that give you a sense of well-being. But you can be as well fed, from a nutrition standpoint, on hamburger as on porterhouse steak. Should you prefer to eat less expensive (but equally nutritious) food in order to afford better clothes, you can.

As the experts tell us, the solution to money problems is not necessarily more money. Usually, the solution will lie in understanding how to get more for your money, plus the patience, energy and self-discipline to do it. It's still a challenge.

ONCE YOU GET IN the spirit of learning how to cut down, you may enjoy shopping around for the best bargain—rather than spending in a haphazard, happy-go-lucky fashion, and regretting it later.

Here are some hints which you might find useful in reducing your *flexible expenses*:

• Eliminate some "flexible" items altogether—at least for the time being.

• Spend less for certain items (cut down on your entertainment or pay less for a new suit).

• Make use of your own skills instead of paying for services. For instance, instead of paying someone else to wash your car, do it yourself. If your wife can sew, let her make the curtains; don't buy them.

• If you're a family man based ashore, you may save by taking your lunch to work instead of buying it.

• Take advantage of what the Navy offers you through Special Services, such as tours, recreation gear, libraries and so forth.

A BUDGET PLAN

Should you be in the process of setting up a budget for your family, you may find it helpful to use a form such as the following one. You can expand on it as much as you like, or itemize specific expenses that appear under broad headings. Also you can use this form on a biweekly basis or once a month, whichever is more convenient to you. This plan is one published by the Department of Agriculture.

Item		
Money income after taxes		$_____
Savings:		
Future goals and emergencies		$_____
Seasonal and large irregular expenses		_____
Regular monthly expenses		
Rent or mortgage payment	$_____	
Utilities	_____	
Installment payments	_____	
Other	_____	
TOTAL		$_____
Day-to-day expenses:		
Food and beverages	$_____	
Household operation and maintenance	_____	
Housefurnishings and equipment	_____	
Clothing	_____	
Transportation	_____	
Dental and miscellaneous medical care	_____	
Education and reading	_____	
Recreation	_____	
Personal and miscellaneous	_____	
Gifts and contributions	_____	
TOTAL		$_____
GRAND TOTAL		_____

If you have whittled your flexible expenses as far as you think possible, take a hard look at your fixed expenses. You may find some sizable reductions there.

If you should find that your requirements are still too expensive, and you have done your best at shaving expenses, you may have to put off buying a few of your items for a year. It will take careful consideration and a few painful family consultations, but you may have to *assign definite priorities* or ratings to various wants .

For example, you may give a three-star (★★★) priority to the items you *must* have. Minimum food, clothing and shelter would, of course, come here, and you would have many other items which you feel should be placed in this category.

Your one-star (★) items are the ones which you could postpone or do without this year, if necessary. Here are all the nice extras, the luxuries and some of the big purchases the family hopes to make.

Your in-between, or two-star (★★) items, however, may present a problem. These are the ones you will not postpone if you can possibly find the money to cover them this year, though you may postpone getting them until later.

YOU WILL WANT to make the right decision in establishing priorities on expenditures but how do you know which is the right one? There are, of course, no rules that are completely acceptable to tell what is good and what isn't unless you consider fair play and mutual consideration of the needs and desires of each member of the family.

But one observer some time ago noticed that families, who gave considerable thought on the wise use of their time and money, faced their problems in this general order:

- *Personal health*—and for children, a *good background* in which to grow.
- *Education for children,* and *continuing education of adults.*
- *Participation in a hobby,* such as painting, drawing, music, sports, dancing, handicrafts, dramatics, gardening, research, imaginative writing—or the individual enjoyment of such creations of others.
- *Personal appearance,* and the *appearance of the home,* (inside and out).
- *Friendly contacts* with other people.
- *Fun and play.*
- *New experiences.* For example, *meeting people, going new places.*
- *Rest and relaxation.*
- *Satisfying the family needs in an orderly manner;* buying an item that would perhaps reduce or eliminate an unenjoyable task.
- *Housing and equipment* for individual privacy and for the social and other activities that take place within the home.

IN VIEW of the foregoing, you may see some changes that should be made in your goals which, of course, underlie your entire plan.

Credit Can Be a Friend or Foe

- ***Buying on Credit***—The newly married Navyman suddenly finds himself immersed in such matters as buying furniture, appliances and a nice place to live. Most young people starting family life and eager to furnish their own home, face similar problems.

At first glance, the solution may lie in buying on credit. But the experts advise you to approach this possibility with great care. Remember, you can safely plan only on current income. Buying on credit, in the case of the young family man, means spending more money for a given amount of goods when your income is relatively low and at a time when you will be facing unexpected expenses.

Properly used, buying on credit can be a helpful tool (but it has many pitfalls if it is not properly used).

If you feel you *must* buy on credit and are sure you can pay for your purchase over a specified period, you might obtain better terms if you make a loan from your bank or credit union. Use this loan to pay cash in full for the item, then repay your lender. Investigate all of the possibilities.

In any event, you would do well to keep the following points in mind when buying on credit:

- Read and understand the contract—even the fine print. Don't be in a hurry. The purchase you are interested in doesn't have wings. Your money does.
- Never sign a contract with any spaces left blank.
- Be sure the contract tells you what you are buying, the purchase price (or the amount borrowed), interest and service charge in dollars or simple annual rate, total amount due, the number of payments, the amount of each payment and the date due.
- Find out what happens if you cannot pay, or if you pay your debts off ahead of time.
- Know to whom you make the payments.
- Be sure you know what the seller's commitments are, such as maintenance, service, or replacement.
- Be sure you receive a copy of the contract.

If, for some reason, you can't pay on time, let your creditor know before the payment is due. If you explain the circumstances, you'll usually find him to be reasonable.

We have been told in connection with other matters that the first step to the solution of a problem is the adequate formulation of the question. In the case of the Navyman who wrote in seeking pointers on budgeting we have little doubt that, with that kind of forethought, he'll make a success of marriage, financially and otherwise. —Jack Ramsey, JO1, USN

A Sampling of How Navy Families Spend Their Income

There is no set rule which arbitrarily says so much of your income should go to buy food, or so much should go to help pay for your car. If there were such a budget, it probably would not work.

The following tables, adapted from statistics compiled by the Bureau of Labor Statistics, represent the average income (after taxes) and expenditures of men in the armed forces who, during 1960 and 1961, lived in civilian housing. And because they are averages, they will, more than likely, be unrealistic for your income.

Note that, in most cases, the money which goes in each category generally increases in each higher income bracket. Yet on a percentage basis, as seen in the second table, this is not necessarily the case. Therefore, as you move up the advancement ladder and you earn more money, the amount you set aside for each category will probably increase in amount but may not change very much percentagewise.

Averages, unless taken in their proper perspective, can fool you. For example, of all the military men who took part in this survey, 59 per cent reported an increase in their savings while 41 per cent reported a decrease. But when you see the average savings broken down by family income, you will see the over-all average in savings in a new light.

Annual Income (after taxes)	$2000-2999	$3000-3999	$4000-4999	$5000-5999	$6000-7499	$7500-9999	$10,000-14,999
Reported Increase in Savings	—	35%	63%	59%	56%	86%	39%
Reported Decrease in Savings	99%	65%	37%	41%	44%	14%	61%

The point we are trying to make is this: If you want to establish a family budget, don't try to make your income fit these figures precisely. If you do try, your budget may start out fine, but it may end up a failure.

You may, however, find these tables useful as a rough guide for planning purposes, should you be setting up a budget.

There are, of course, many factors which may influence you on how you divide your income—the area in which you live and your part-time interests (such as a hobby) to name but two.

With all this in mind, you might take a look at the following tables.

ANNUAL EXPENDITURES IN DOLLARS

(Military Personnel Living in Civilian Housing)

Category of Expense	Over-all Average	$2000 to 2999	$3000 to 3999	$4000 to 4999	$5000 to 5999	$6000 to 7499	$7500 to 9999	$10,000 to 14,999
Average income after taxes	6336	2892	3469	4477	5395	7013	8771	11,222
Total food expenditures	1203	858	738	912	1087	1288	1706	1,594
Food prepared at home	947	739	581	699	919	987	1302	1,304
Food away from home	256	119	157	213	168	301	404	290
Tobacco and Alcoholic beverages	173	36	193	96	144	159	200	373
Shelter (rented or owned dwelling)	925	1058	614	750	779	973	1146	1,572
Fuel, light, refrigeration and water	227	70	150	191	157	222	346	331
Household operations	340	256	215	257	271	382	494	458
House furnishings and equipment	448	93	260	472	410	469	450	836
Clothing, clothing services	653	140	322	469	433	767	973	1,247
Personal Care	162	125	123	126	124	169	205	284
Dental and miscellaneous medical care	181	63	90	87	72	197	385	280
Recreation	276	43	139	225	167	267	441	525
Reading and Education	117	66	24	72	48	134	145	470
Transportation (Automobile and Other travel)	1246	712	1029	962	1209	1507	1189	2,227
Other expenditures	86	4	27	21	63	102	125	296
Personal insurance	363	46	115	231	212	309	672	819
Gifts and contributions	219	99	47	87	99	337	325	665

AVERAGE MONTHLY PERCENTAGE OF EXPENDITURES

(Military Personnel Living in Civilian Housing)

Category of Expense	Over-all Average	$2000 to 2999	$3000 to 3999	$4000 to 4999	$5000 to 5999	$6000 to 7499	$7500 to 9999	$10,000 to 14,999
Expenditures for current consumption, by Percentage								
Total food expenditures	19.9%	24.3%	18.8%	19.7%	21.9%	19.4%	21.9%	15.2%
Food prepared at home	15.7	21.0	14.8	15.1	18.5	14.9	16.7	12.4
Food away from home	4.2	3.4	4.0	4.6	3.4	4.5	5.2	2.8
Tobacco and alcoholic beverages	2.9	1.0	4.9	2.1	2.9	2.4	2.6	3.6
Shelter (rented or owned dwelling)	15.3	30.0	15.6	16.2	15.7	14.7	14.7	15.0
Fuel, light, refrigeration and water	3.8	2.0	3.8	4.1	3.2	3.3	4.4	3.2
Household operations	5.6	7.3	5.5	5.5	5.5	5.8	6.3	4.4
House furnishings and equipment	7.4	2.6	6.6	10.2	8.3	7.1	5.8	8.0
Clothing, clothing services	10.8	4.0	8.2	10.1	8.7	11.6	12.5	11.9
Personal care	2.7	3.5	3.1	2.7	2.5	2.5	2.6	2.7
Dental and miscellaneous medical care	3.0	1.8	2.3	1.9	1.5	3.0	4.9	2.7
Recreation	4.6	1.2	3.5	4.8	3.4	4.0	5.6	5.0
Reading and education	1.9	1.9	.6	1.5	1.0	2.0	1.9	4.5
Transportation (Automobile and Other travel)	20.6	20.2	26.2	20.7	24.3	22.7	15.2	21.2
Other Expenditures	1.4	.1	.7	.5	1.3	1.5	1.6	2.8

HOW TO:

Keep the Food Budget on Even Keel

NEARLY EVERY married Navyman has, at some time, been stuck with the Saturday shopping at the commissary and exchange, or at the local supermart—sometimes to the dismay of his checkbook or wallet. Maybe you are one of the few who so far has eluded this event. But if you're not, you may have learned some place between the canned soup and the vegetable counter that food is, if not the largest single expense in your budget, certainly one of the most important. Your family's health depends to a great extent on the food you buy.

And since food is one of the Navyman's major expenses, we would like to pass along some basic pointers which you may find helpful.

The Department of Agriculture has many pamphlets on the subject of food. And they are available to you at a nominal charge. Here is a partial list which you may find quite helpful as a starter.

• *Family Food Budgeting for Good Meals and Good Nutrition*—This pamphlet lists five family food plans, including an economy plan, two low-cost plans, one moderate-cost plan and one liberal plan. In addition, this pamphlet tells briefly what each food does for you.—GPO Catalog No. A 1.77:94—Price 10¢.

• *Family Fare, Food Monogement and Recipes*—A little more detailed than the previous one, this pamphlet gives you more information as to what each vitamin and mineral does for you. In addition, over 100 recipes are listed. GPO Catalog No. A 1.77:1—price 35¢.

• *Meat for Thrifty Meals*—Since meat usually is your main dish, you may find this pamphlet helpful. It shows you exactly what to look for when you shop, and gives several thrift points. In addition, there are many recipes on how to cook the cheaper cuts of beef, pork, lamb and veal. GPO Catalog No. A 1.77:27—price 20¢.

• *Food for the Young Couple*—In this pamphlet, you will see how one young couple managed their food budget, including a week's menu. You may find some valuable points here. GPO Catalog No. A 1.77:85—price 10¢.

If you would like any of these publications, write the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402, enclosing a check or money order for the correct amount made out to Superintendent of Documents. Do not (*repeat*—DO NOT) send your request to ALL HANDS, as this will only cause needless delay.

THE COST of food is such that every married Navyman would do well to know some of the basics. In this manner, he can recognize some of the problems his wife is running into and possibly come up with some ideas on how to cut costs.

From the above publications, we have taken some pointers on cutting the cost of food which you may find helpful.

• Buy most of your food at the commissary. If there is more than one in your area, and they are approximately the same distance, you may find one cheaper than the other.

• Check the weekly specials in your local supermarket. Sometimes you may find some items which are cheaper than at the commissary.

• Compare costs and food in the form—fresh, frozen or canned—that gives you the most servings for your money. You may have to test several kinds before you will know which gives the greatest quality and number of servings for the money.

• Take advantage of seasonal abundances. Radio, television and newspapers will call attention to foods in plentiful supply. Generally, the foods will be at the peak of quality, and may well be offered at lower prices.

• Limit your perishable food purchases to amounts that can be used while they are at their best in quality.

• Prevent food waste by proper storage and by cooking methods that conserve nutrients. Learn how you might better use leftovers.

• Consider your family's likes and dislikes. Needless to say, thrifty food buys only pay off when your family eats and enjoys the food.

ESTIMATES OF SPENDING BY CERTAIN FAMILIES IN UNITED STATES OF ALL OCCUPATIONS

	INCOME AFTER TAXES	
	$4000-5000	$6000-7500
	Per cent	Per cent
TOTAL	100	100
Savings	2	4
Personal insurance	5	5
Gifts and contributions	4	4
Total for current living	89	87
Food and beverages	24	21
Shelter (rent or mortgage interest payments and upkeep, insurance and taxes)	12	11
Fuel and utilities	5	4
Household operation	5	5
Housefurnishings and equipment	4	5
Clothing	8	9
Transportation	15	14
Dental & Medical care	6	6
Education and reading	1	2
Recreation	3	4
Personal and miscellaneous	6	6

IN ADDITION TO cost of food, another point, perhaps of greater importance, is the quality and types of foods to be considered. Here are some basic pointers on nutrition and how you can put it to work for your family. Make sure your daily meals include the key nutrients in these food groups:

Milk, cheese, milk products, ice cream, etc.—Milk is the leading source of calcium, and unless you use it regularly, you may find it quite difficult to have enough calcium in your diet. (Calcium, of course, is needed to build bones and teeth, keep your body strong and, general-

Check Those Regs on Trailer Transfers

When your transfer time rolls around, you can move your trailer to your next duty station or home port, and the Navy will pay for the move if it is within or between the continental United States and Alaska. Generally, there are two ways in which you can do this (and, under certain conditions, there is a third way).

It goes without saying that you first must have authority to ship household goods. Once this is established, you then have a choice between towing the trailer yourself, or letting the Navy ship it for you. (Generally, you cannot ship a trailer and household goods on the same set of orders.)

Under the first instance, you will receive a monetary allowance of 11¢ per mile. In the second instance, the government will pay the total charges, and you will be checked for certain unallowable charges, including costs above an established maximum allowance (see par. M10004 of *Joint Travel Regulations*).

The third instance is available should there be no transportation officer near your vicinity (you may be finishing a tour of independent duty, for example). In this case, you may contract a commercial transporter to haul your trailer to your new duty station (home port), and the Navy will bear the expense. (See par. M10005 of *Joint Travel Regulations*.) You would, however, do well to contact your nearest legal officer before you make any final arrangements.

No matter which method you choose, you would do well to see your transportation or legal officer before you become too involved. He may supply you with some information on the intricacies of the law saving you many headaches.

ly, maintain muscle tone.) In addition, milk also provides high-quality protein, riboflavin, vitamin A and other nutrients.

Meat, poultry, fish, egg, dry beans, peas and nuts—These foods supply protein needed to build and repair all body tissues—muscle, blood, skin and hair, etc. Protein also provides your body with energy and a source for the formation of antibodies in the blood to fight infection. Foods in these groups also contain iron and the B vitamins.

Vegetables and Fruits—These are mainstay sources of many vitamins and minerals, especially vitamins C and A. Vitamin C is needed for growth and repair—especially for bones and teeth—healthy blood vessels, firm gums and for healing wounds and fractures. Vitamin A is needed for growth, normal vision, and a healthy condition of skin and other body surfaces. Foods rich in vitamin A also aid the body in delaying aging and fighting disease.

Flour, cereal, baked goods—Foods from this group furnish protein and, if they are either whole grain, enriched or restored, they also supply iron and several of the B vitamins, notably thiamine, riboflavin and niacin. Iron is needed to make red cells and help the cells use oxygen. The B vitamins contribute to steady nerves, normal appetite, good digestion, healthy skin and general wellbeing.

WITH THESE basics in mind, we might proceed to list a few suggestions on how you may receive more food value for your dollars.

- When you buy meat, consider the amount of lean meat in the cut, not the cost per pound. Some cuts contain bone, gristle and fat waste. For example, ground beef and beef short ribs may cost the same per pound, but you will get more meat for your money with ground beef. Bacon, which is largely fat, is perhaps one of the most expensive foods you can buy in terms of protein value. It has very little.
- Chicken and turkey have a large proportion of bone to lean, but they are often bargains compared to other meats. Fish is high in nutrients and often low in cost.
- Liver from beef, lamb and pork give high nutritive returns for your money.
- Eggs are usually a less expensive source of nutrients than most meats. And so are dry beans and peanut butter.
- When you buy bread, choose the loaf for weight and food value, not by its size. Look for bread that is whole-grain or enriched and contains milk.
- Buy packaged cereals or any other packaged food by weight, not by the size of the package. To compare prices, first look for the weight listed on the label and note the price. Then figure the cost for an ounce or a pound.
- Nonfat dry milk and evaporated milk, when reconstituted, cost considerably less per quart than whole fluid milk, and the dry milk supplies comparable amounts of calcium and protein. While you may not like it as a beverage, it serves quite well for cooking or baking. What's more, it doesn't need to be reconstituted before using. You will find that a glass of whole fluid milk may cost as much as three times that of nonfat dry milk.
- When buying canned products, choose the type of pack or grade that is appropriate to your cooking method. For example, a can of solid white tuna costs more than the same size can of grated light meat tuna. You may prefer the solid pack for a salad and the grated pack for casseroles and sandwich fillings.
- The amount of time and the enjoyment the Navy wife gets from cooking will, of course, have a large bearing on whether you buy convenience foods (already prepared dinners and brown-'n'-serve items for example). Compare prices and see whether it pays you to prepare a meal from basic ingredients.

Trailer Living: Tips on Costs

SO YOU'RE THINKING about buying a mobile home? You are not alone. Many a Navyman with a family has found that trailer living is just his cup of tea. They feel that the relatively high monthly payments for five or six years more than offset the high rents they would otherwise have to pay, since, upon completion of the payments, they have a place of their own in which to live.

But you would do well to consider this move carefully, just as you would any large investment. As you shop around for your mobile home, you might keep the following pointers in mind, which we gleaned from some experts on the subject, and from the files of ALL HANDS.

You have, undoubtedly, heard most of the pros and cons concerning trailer life. The pro-trailerites maintain that, after paying $100 a month (or more) for five years or so, they have a real asset which can be used as a home. Also it can be converted into cash, used as a down payment on a houseful of furniture, or as a step toward a new and larger trailer. If you rent your home, they argue, you have nothing but rent receipts to show for your money.

Those on the other side, however, point out that trailer living only becomes cheaper after your trailer is fully paid for. Then, of course, your only expenses are the lot rental and utilities.

THE FIRST EXPERIENCE of a trailer owner is the most expensive. As in the case of any major purchase, you should know what you are doing —it's your money. If, after carefully investigating the market, you buy a trailer and are successful in keeping up your payments, fine. If not, you are headed for some expensive trouble.

Let's suppose, for example, that you have just arrived at your duty station. After experiencing a sizeable hotel bill, you find that you may buy a mobile home for your family, perhaps even without cash, by signing a non-interest-bearing note for the down payment. Or you may deliver your household furniture to the trailer sales company as part of the down payment. Anyway, let's say that you can continue your monthly payments and complete them by the time you are transferred. All well and good. You sell it to a shipmate at a reduced price, make a small profit yourself, and you're on your way.

But suppose you run into a problem or have to ship your family back home and go overseas before completing payments. If you cannot keep up your payments, the trailer will be repossessed.

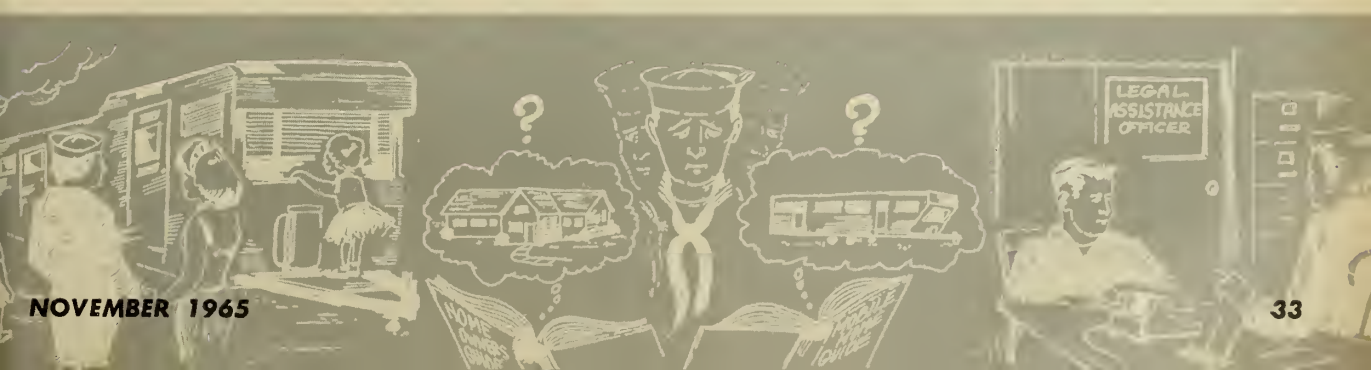
In such a case, your separation from mobile home living may turn out to be quite bitter. In some cases, because of its easy down payment policy, the sales company from which you bought the trailer may not have enough assets to retain a repossessed mobile home until it can be resold at a favorable price. This means the sales company would want to resell it immediately without consideration of the amount of money you have invested. (As you may know, banks and finance companies do not sell trailers, and trailer sales companies do not, as a rule, finance trailers.)

In such a case, unless the sales company could immediately resell the trailer, rent it or find some means that would make the bank or finance company happy, you would be quite lucky if you end up losing only the trailer. It's quite possible that you might still be compelled to continue the payments on the trailer, and on the note you gave as a down payment

If you're in the market for a trailer, suffice it to say that, as in buying a house, such a purchase should be considered very carefully. You should know exactly what you are obligating yourself for.

HERE ARE SOME SUGGESTIONS which you may find helpful:

- Don't buy or sell a trailer without receiving advice from other, experienced trailer owners. On stations that have a large trailer population, the housing, personnel or legal officer, and the transportation officer—or all four should be able to help.
- If you must give up your trailer, don't abandon it without making every effort to resell or rent it. You would do well to discuss the matter with the legal assistance officer. You may even find a solution by talking it over with the trailer sales company. Given a little time, they may help you recover some of your investment.
- Unless you are sure you can continue your payments, don't buy a trailer simply to reduce your immediate expenses. The loss which you ultimately may suffer may amount to several times more than the hotel costs which you may have paid while you waited until housing became available.
- Do not expect the trailer company to make any more than emergency repairs. (The manufacturer's guarantee usually is made good by shipping the defective part, and sometimes the whole trailer, back to the plant.)
- You would do well to read your contract. Don't buy a trailer by simply signing an agreement to pay a certain sum each month. Sometimes items, such as jacks, oil and gas tanks, and sewer connections, are added as extras, though the purchaser may think they have been included in the sales price.
- Don't carry your financing with a bank or finance company that, in addition to regular insurance charges, requires road insurance



even when the trailer is not in motion. This sometimes doubles your insurance charges, and always increases your monthly payments.

• Don't agree to a seven-year contract if you can swing one for four or five years. Every year the contract is in force, you pay interest on the original amount of money borrowed.

• Don't offer your household furniture as part of the down payment unless you *know* that you can continue payments. You may need your furniture again. And if you don't have it, you may learn just how hard orange crates can be.

THE FOLLOWING is a trailer deal in which the buyer made a number of mistakes. It is described below.

(1) Purchase price af trailer	$5695.00
(2) Charge af sewer cannection	17.60
(3) Charge far six jacks	30.00
(4) Credit repart	5.50
(5) Insurance	395.50
(6) State sales tax	115.42
(7) Actual cast af trailer	6259.02
(8) Down payment (furniture valued at $866, plus nate far $793.02)	1659.02
Balance due finance company before interest	4600.00
(9) Five years' interest at six per cent added immediately	1380.00
(10) Tatal amaunt due finance campany	5980.00
(11) Manthly payments far five years	99.67

Step by step, here are some ways in which the total price might have been reduced. (Check the numbers above with the corresponding numbered paragraphs below.)

1. This, of course, is the sale tag price of the trailer.

2. It is possible that this could have been included in the sale tag price. However, that depends upon local practice.

3. This is normally included as part of the sale tag price.

4. This is too small to be a real charge.

5. Regular insurance could have been obtained for about $190, but in this case the finance company probably requires road insurance even though the trailer is not in motion.

6. This, as you may know, varies from state to state.

7. This amount might have been reduced considerably had the buyer insisted that comments (2) through (6) be verified.

8. Should the purchaser find it necessary to give up the trailer, this down payment is lost forever.

9. This amounts to six per cent, or $276.00 for each year the contract runs. In other words, if in the last year your payments total $1200, you end up paying about 26 per cent interest. Therefore, if you can afford a five-year contract, don't accept one for six years.

10. On a six-year contract, this would have been $6256, or $86.89 per month for 72 months.

11. Add to this amount $30 per month for trailer lot rental and utilities, and $50 per month on the non-interest bearing note, and you will see it cost this purchaser $166.89 per month to live in this trailer. Once the note for the down payment is paid off, however, it cost him a little less than $120 for the remainder of the five years.

Some Pointers fo

ONE OF YOUR MOST IMPORTANT and largest purchases will, undoubtedly, involve your home. Many Navymen buy and sell several homes during their careers and may feel more or less like experts on this type of transaction.

For example, back in 1960-61, a survey was conducted in a sample of some 60 cities which had been selected to represent metropolitan areas and small cities throughout the U. S. It was discovered during this survey that, of all the military personnel (living in civilian housing) in those areas, 30 per cent were homeowners. Of course, most of that 30 per cent were in the higher income brackets (officers and senior enlisted men) as the following table shows:

MILITARY HOMEOWNERS

Income Bracket	$2000-4999	$5000-5999	$6000-7499	$7500-9999	$10,000-14,999
Per cent af military hameawners	6%	14%	48%	64%	66%

If you have never been through the experience of buying a home, you may find this discussion helpful, whether owning a home is among your immediate plans or one of your distant goals.

Before we become too involved in this discussion, however, we might mention that there are pros and cons on renting and buying. This, of course, depends on your personal inclinations (whether you want the added demands made on a homeowner). It may depend on where you are stationed, and for how long. The pros and cons of buying should be weighed very carefully. You might do well to talk to some of the people with whom you work; they may supply you with some good pointers.

ALL HANDS could hardly hope to give you guide lines to follow which would satisfy the situation in every area. Nor is this article intended to answer all your questions.

It will, however, point out a few details in real estate transactions which are asked about most frefrequently by military personnel.

PERHAPS A FEW DEFINITIONS would be the best place to start such a discussion.

FHA—As you probably know, this stands for Federal Housing Administration, and through this government agency, you can obtain a loan to buy a house. The FHA, of course, does not lend the money. That is done

through a local lending institution. The FHA does, however, insure the loan. And then it is reimbursed for its insurance at the rate of one-half of one per cent per year.

There are two types of FHA-insured loans which involve homes. The first is the standard FHA loan which is available to anyone who can qualify. The second is the in-service loan which usually is best for most Navymen. (On an in-service loan, the Navy pays the FHA insurance charge for you.)

In order to obtain an FHA loan, you must have an FHA appraisal. A value is placed on the property by the Federal Housing Administration, and it is this value upon which the FHA bases its willingness to insure the loan.

The FHA, on an in-service loan, will insure an amount up to $30,000. (If you have made a real estate transaction before, you may have noticed that, until recently, the FHA insured a loan only up to $20,000.)

Certificate of Eligibility—Before you can obtain an in-service FHA loan, you must first prove that you are eligible for one. Department of Defense Form 802 (Certificate of Eligibility), which is available in your personnel office, does just that.

Certificate of Terminotion—When you sell or transfer your interest in the property, or when you are released from active duty, you must complete this form and send it through channels in accordance with current instructions. If you are being discharged or separated from the Navy, this means you no longer remain eligible for the in-service loan. Your account will then be transferred to the standard type FHA loan, which, of course, means you pay the FHA for its insurance.

G. I. Bill Finoncing—This is another method for you to finance the purchase of a house. You are eligible if you served on active duty for at least 90 days, part of which was between 16 Sep 1940 and 26 Jul 1947 (for World War II G. I. Bill) or between 27 Jun 1950 and 1 Feb 1955 (for Korean War G. I. Bill). You don't have to be out of the service to be eligible for this G. I. loan, but you must have been honorably discharged or separated at some time after serving during World War II, or Korea.

You can determine when your eligibility expires by adding 10 years to the date of your discharge and adding one year for each three months of active duty between the dates listed above.

This means that eligibility for everyone who served during World War II will end no later than 25 Jul 1967. And for those who served in Korea, eligibility ends no later than 31 Jan 1975.

Steps in obtaining a G. I. loan are similar to those in obtaining an FHA loan. Should you want more information, a Veterans Administration pamphlet (VA 26-4) provides information concerning this loan.

There is no fixed VA down payment requirement for a G. I. mortgage loan. The lender determines the amount of any down payment. Houses which have a VA appraisal must be sold for no more than the appraised value. This, however, is not true in the case of an FHA loan. An FHA appraisal determines the amount of an FHA insured loan. It does not necessarily reflect the full current market value of the house.

Sales Contract, Agreement to Purchase, Agreement to Buy and Sell, Land Contract—All these basically mean the same—the document which the buyer and seller sign. The entire transaction revolves around what is said in this contract and is, therefore, one item to which you would do well to pay most of your attention.

Basically, it contains the agreement to buy and sell, and the terms on which the sale is to be made. When you buy a house, you would be better off if you make sure that everything which you discussed is included in this document. Nothing should be left to verbal agreements. In short, the entire arrangement should be clearly written down, no matter what the seller, the purchaser or real estate agent may say.

Certificate of Title—This is a document given by the attorney to the purchaser. It certifies that the attorney has searched the land records and finds the title to the property to be good. And then he lists any exceptions which he may have found. This, of course, is not a guarantee. It is simply a certification by the attorney that he has done certain work, and then given his professional opinion—which he reached as a result of that work.

Points, Mortgoge Lender's Fee—These mean the same and refer to the amount you are charged by a lending institution on an FHA-insured loan. One point equals one per cent of your loan.

The law limits the amount chargeable to a purchaser to one per cent (or one point), but it does not limit the amount which may be charged a seller. Therefore, when it comes time for you to sell your property, and the purchaser intends to obtain an FHA-insured loan, you would do well to specify in the sales contract the maximum number of points you are willing to pay. More about points later.

Conventional Loan—This term means a loan obtained from a bank. Such a loan normally will not be granted for more than 80 per cent of the appraised value of the property.

he Prospective Home Owner

Deed—This is your paper title to your property.

Mortgage, Deed of Trust, First Trust—All substantially have the same meaning—a document (or instrument) in which the title is held by a third party (usually the lender) to secure payment of the loan.

Assumption—A procedure in which the purchaser assumes the existing indebtedness of the seller. For example, let's say you have found a house you want to buy, and it carries a price tag of $20,000. And let's further suppose that the seller still owes $18,000 on the house, leaving a difference of $2000. That difference is the down payment necessary for you to buy the house.

This type of purchase is called an assumption, and is the easiest way to buy a home; there are no loan applications to be made, no waiting for an appraisal, no credit references to be checked, no loan to be approved. In short, no muss, no fuss. You simply assume the existing debt.

Second Trust, Second Mortgage—A deed of trust or mortgage which is secondary to, or in addition to, a deed of trust which already is on the property.

To illustrate, let's say you wanted to buy that $20,000 house, but you only had $1000 in your bank account. This can be adjusted if the seller will accept a second trust. Then the transaction again becomes a simple assumption.

Refinancing—This is a transaction in which the purchaser borrows enough money to pay off the seller's indebtedness and pay him for his equity. For an example, we'll go back to that $20,000 house. But instead of owing $18,000, let's say the seller owes only $10,000. Unless you have a good-sized pile of cash, your monthly payments (combined with your second trust or mortgage) would be burdensome, if not impossible. Chances are your simplest solution would be refinancing.

WITH THESE DEFINITIONS IN MIND, we might proceed to what is involved in purchasing a home. Again, let us say that we are not trying to tell you how to buy a home. Suffice it to say that, since the investment is a large one, you should consider it very carefully. Don't be so anxious to move into a home of your own that you buy hurriedly without due consideration and without careful comparison of the market. If you do sign up too quickly, you may end up quite disappointed and your impatience might be quite costly.

When you start looking for a house, you would do well to keep in mind its size, location and method of construction; its proximity to schools, churches and bus lines; and, of course, its price.

Again let us say, don't let yourself be stampeded into hurriedly signing a sales contract. Once your signature is on that dotted line, you will find you have certain legal obligations which you must go through with. Until you sign the document, you are still free to negotiate, change your mind or look further.

That is why, as we stated earlier, the sales contract is so important, and why the entire agreement should be clearly written.

FOR EXAMPLE, suppose that you are going to buy a home, and you have yet to arrange for an FHA in-service loan. You would do well to make sure the contract specifies that it is contingent (or dependent) upon you to obtain that loan with a mortgage of at least a certain amount and a specified rate of interest for a given number of years. Then if you don't obtain the loan, the contract should say that it may be voided.

If settlement and possession are necessary on a certain date, this should be carefully spelled out. Should you want to buy the house only if all equipment and appliances are in good working order, it should be so stated in the contract.

Another tip: It is usually desirable, especially if you are buying a home over 10 years old, to make the contract contingent upon seller's furnishing a certificate that the property is free of termites.

Should you want to buy a home which as yet has not been built, you will find two points to be quite important: When can you move in, and what about a warranty?

You would do well to make your possession date firm. In constructing any type of building, the contractor may encounter many delays, a few of which are unavoidable and others of his own making. For example, he may be trying to build more houses at one time then he can actually handle.

If your sales contract simply reads that possession will be given on or about a certain date, the contractor usually cannot be held to delivery on that specified date. He would always be given a "reasonable" time in which to complete the house. And what is "reasonable" would, of course, depend upon the circumstances at the time. In most instances, a builder can give a dozen apparently valid reasons why he hasn't managed to finish the house.

But if your contract is contingent upon receiving possession on a certain day, then it must be delivered on that day, or the contract may be voidable at your option. When the builder knows he must deliver, he has an incentive to make sure the property is finished.

Your warranty—called a Warranty of Material and Workmanship—should be clearly spelled out, just as your sales contract. For example, if your property has a basement, there should be some sort of guarantee which says you will have a dry basement for at least a year. It will be to your benefit to have the warranties spelled out in detail rather than have a general statement to the effect that the building is guaranteed to be of sound construction.

ONCE YOUR SALES CONTRACT is signed, then it is up to you to obtain financing, have the title searched and have all the other little details taken care of that go along with a real estate transaction. The seller doesn't have much to do at this

point. His main interest is, of course, getting his money and delivering the deed at the proper time.

You may find that, at this point, it is a good idea to obtain legal advice. Frequently that is available from your legal officer. But if for some reason it isn't, the yellow pages of the phone book should prove helpful. A tip: Attorneys specialize as much as doctors do. Therefore, be certain you get an attorney who is familiar with real estate law.

Now comes the final step in your transaction—settlement. This is the day when, in most cases, you would go to the office of the settlement attorney. On this trip you may do well to take along some money in your pocket. There will be expenses in addition to the purchase of your house which you must meet.

For instance, you will have the attorney's fee, title search and survey costs, and you will be expected to pay your share of the insurance and taxes which may have been paid in advance by the former owner. If a new FHA-insured loan has been placed on the house, you will have to pay a loan fee to your lender (points). For a moderate-cost house, you should, at settlement time, be prepared to part with anything from $300 to $600 over and above your down payment. (Remember also you'll have moving expenses, and probably some expenses for household items or equipment.)

When it comes to expenses, the seller usually is better off. But that is not always the case. If he sells through a real estate agent, he must pay the agent's commission, and he must be wary of the lender's fee, or points, in the case of FHA-insured loans.

Therefore, when it comes time for you to sell, you would do well to keep these two exceptions in mind. The agent's commission generally runs around six per cent of the selling price.

IN ADDITION, you will find yourself worrying about points. Let's say that the current rate of mortgage lenders' fees is three points. This means the seller, in order to have the deal go through, must pay two per cent of the loan. (The purchaser, as we said before, only pays the one point.)

As you can see, under certain circumstances, this could be quite a problem. In some areas with a certain type of house, points have been known to go as high as five or six (that is, the lender's fee is equivalent to five or six per cent of the loan). The purchaser pays only the one per cent, of course, but the seller may be stuck with four or five per cent, *plus* his agent's commission.

Therefore, when it comes time to sell your house, and the buyer intends to obtain an FHA-insured loan, you would do well to say in your sales contract how much you are willing to pay in the way of points.

Whether you are buying or selling, a real estate transaction will be one of your largest. And unless you have considerable experience in dealing in real estate, you usually will do better by consulting an attorney, or a reliable real estate agent.

Actually it may be expensive to you to attempt to save some money by cutting out an attorney's or agent's fees.

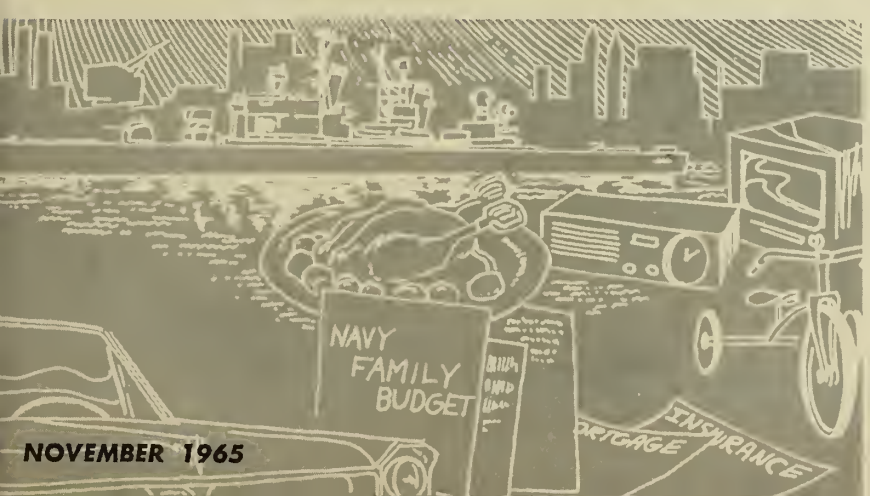
You might feel that the fee is high, or that the attorney's services are not necessary. But the services of a competent attorney may be something like having an extra insurance policy. You may not feel you really need it, but you may be mighty glad you had it.

When a Navyman wants to buy a house, he usually debates whether or not he needs the services of a real estate agent. An agent, of course, has an advantage which a stranger in town does not have. He knows where the houses are, and he can take you there. This may save you endless time and effort which, of course, may be of considerable importance to you.

It is also the agent's job to find a lender who will make a loan under the terms stated in the sales contract. You may find him helpful, especially when a new loan is involved.

The costs of an agent's services are, theoretically, the seller's expense. But the commission is sometimes passed on to the purchaser hidden in an inflated price which is asked for the house.

Houses, actually, are no different than other merchandise, however. The man who shops around soon knows a fair price when he sees it.



Booklets for the Budget-Minded Navyman

Should you want to research the subject of budgets further, you will find many pamphlets available provided, for the most part, by the Department of Agriculture. For a start, you may find the following publications quite valuable:

- *Helping Families Manage Their Finances,* GPO Catalogue No. A 1.87:21. Price $.40
- *Managing Your Money, A Family Plan,* GPO Catalogue No. A43.16/s:M74. Price $.10
- *A Guide to Budgeting for the Young Couple,* GPO Catalogue No. A1.77:98. Price $.10
- *When You Use Credit for the Family,* GPO Catalogue No. A43.2:C86. Price $.10
- *Family Finances and Credit,* GPO Catalogue A.1.11/3 C86. Price $.05

There are many other publications available on nearly any subject connected with Home Economics which you can name, including how to buy food, how to cook, recipes, and so forth.

We suggest, if you are interested, that you write for GPO Price List 11, *Home Economics* (no charge). Address your request for any or all of the above booklets, with check or money order made out to Superintendent of Documents, and mail directly to Government Printing Office, Washington, D. C. 20402. Do not (repeat) DO NOT write to ALL HANDS for these booklets.

TODAY'S NAVY

MODIFIED *USNS Harris County* (T-LST 822) now serves with MSTS Pacific.

Angel to the Rescue

Some angels take only 50 seconds to arrive, and that should be good news to downed aviators.

It was good news to Lieutenant William T. Fidelibus, USN, whose reconnaissance flight over North Vietnam recently developed into a dilemma. Flying north of the 17th parallel in search of missile installations, the *Coral Sea* pilot's A4E *Skyhawk* was hit by ground fire.

He headed home to *Coral Sea,* but a mile and a half short of his destination his plane lost altitude. The pilot ejected.

As his parachute opened, an airborne helicopter, flying plane guard, was notified of the ejection. The "angel" helo was hovering five feet above the pilot 50 seconds after he hit the water.

After being winched to safety, LT Fidelibus decided he was in excellent condition, thanks to a fast-acting angel.

New Jet Trainer

Pax River test pilots have received the first models of the T-2B *Buckeye* jet trainer. It is an improved version of the T-2A, in wide use as a Navy basic trainer. The new model has two J-60 turbojet engines.

The first four production models will also undergo performance evaluation at the Naval Air Test Center, Patuxent River, Md., probably before year's end.

Presently, 46 T-2Bs have been ordered by the Navy to train aviators from first jet flight to advanced, including carrier landings.

BUILDERS OF THE NAVY

In 1943, LST 473 was carrying men and moterial far the assault an enemy-held Lae, New Guinea. Shells were dropping in the woter close abaard and a Japanese tarpeda plane dived aut af the sky, launching its torpeda directly at the LST. At least two peaple saw the torpeda caming—the steersman in the pilathause and Seaman Jahnnie Hutchins. A bamb hit the pilothause killing the steersman before he cauld swing the ship out of the tarpedo's poth. Hutchins staggered to the wheel and, with his last ounce af strength, turned the ship oway from certain destruction. Hutchins died a short time later. His heroism wos recagnized by the nation's highest oword, the Medol of Honor.

New Construction

An ex-repair ship, now a floating drydock designed to service *Polaris* submarines, was commissioned USS *Alamogordo* (ARDM 2) at the Charleston Naval Shipyard, Charleston, S. C.

Originally she was commissioned USS *ARD* 26 (no name) in June 1944 and served in the Pacific during World War II. In 1961, she was placed out of commission in the San Diego Reserve Fleet.

In 1964, she was taken out of mothballs, underwent a major conversion and took on a new identity. Upon completion this year, she was named *Alamogordo* in recognition of the New Mexico city where the first atomic explosion was successfully detonated.

The ship is 536 feet long, 81 feet wide and displaces 7500 tons. She has a complement of 110 enlisted men and four officers.

Elsewhere on the construction scene, the fleet ballistic missile submarine *George Washington Carver* (SSBN 656) was launched at Newport News, Va.

The submarine is named in honor of George Washington Carver, a professor of biology who developed new methods of enriching exhausted soil and made many other scientific contributions to agriculture not only in this country but in the rest of the world.

The keel of *George Washington Carver* was laid on 24 Aug 1964. She was authorized under the Fiscal Year 1962 Shipbuilding program, and is scheduled for commissioning next June.

The amphibious transport dock *Duluth* (LPD 6) was launched at the New York Naval Shipyard in Brooklyn.

Named for the city of Duluth, Minn., the ship was authorized in the Fiscal Year 1962 shipbuilding program. She is 581 feet long and has a displacement of 17,150 tons fully loaded.

LPDs are designed to carry combat troops and their equipment, in addition to transport helicopters and landing craft.

Frogmen Fine Performers

Navy frogmen are in the news these days. Their special talents are being put to good use in the nation's space program, and the public is hearing about it.

To date, every U. S. manned space flight has ended with a splash-down at sea. Minutes afterward, frogmen arrive and attach a flotation collar around the space capsule, and assist the astronauts in any way possible.

Although TV coverage of space shots is extensive, this particular phase of a mission has yet to be covered live. So the next best thing has been done—a special film has been prepared for showing on a nationally-televised program.

The scene of the filming was Atlantic Fleet Amphibious Force headquarters, Little Creek, Va., the training ground for East Coast frogmen and practice ground for all frogmen associated with the *Gemini* program.

Using a mock-up version of the *Gemini* capsule, an underwater demolition team trio demonstrated their role for the cameras.

While this was taking place, another UDT crew was at sea, aboard the carrier USS *Lake Champlain* (CVS 39), awaiting the real thing—the splash-down of the astronauts.

And, as the nation knows, the frogmen also performed superbly.

Yokosuka Has Everything

Without a cent in his pockets, a sailor can enjoy liberty in Yokosuka, Japan. The crews of Seventh Fleet ships reap the benefits of a million dollar recreational business supported by Special Services at Fleet Activities, Yokosuka.

The facility sponsors what has been called the world's largest military recreational activity. More than half a million dollars worth of equipment is available to visiting Navymen.

Almost every conceivable recreational pastime can be enjoyed here. There are more than 100 activities, for athletes, scholars and hobbyists alike. A roller skating rink, bowling alleys, photo hobby shop, athletic fields, a fishing yacht and two libraries are representative of what's available.

An average of over 5000 visiting sailors take advantage of this facility daily. Even after a ship leaves, its crew benefits from Yokosuka's Special Services department efforts. More than 2000 movies are distributed to Seventh Fleet ships every month.

CLOCK STOPPERS—*USS Albany* (CG 10) claims record-breaking 45 seconds for rigging unrep refueling connections with Fleet oiler *USS Chikaskia* (AO 54).

Right now special programs are in preparation for the Christmas season, for the many Navymen who will be unable to muster around the family Christmas tree.

MSTS Smart Ship Award

A Navy-manned transport of the Military Sea Transportation Service has been named "smart ship" of its class and area for the fourth time. Six other MSTS vessels, all with civilian crews, were also named for the 1965 award, which is equivalent to the Navy's "E" award.

USS *General W. A. Mann* (T-AP 112) was selected from the MSTS Pacific fleet as tops in its class as a result of scores achieved during efficiency and readiness inspections this past fiscal year. It is one of three commissioned ships in an otherwise all Civil Service-manned fleet.

Mann makes regular trips to the Far East from port of San Francisco.

New Quarters for Waves Will Need a Name

Last month ALL HANDS had a few thousand hopeful words to say on the subject of bachelor housing for enlisted men and officers. Wave recruits are not to be left out of things, either.

In early September ground was broken, signaling the beginning of construction at Bainbridge, Md., of a million-dollar building designed specifically for women in the Navy.

In the past, when Wave recruit training was conducted at Cedar Falls (1942-45), Great Lakes (1948-51), and at Bainbridge (1951 to present), existing barracks, designed for men, were refurbished for the women. Overcrowding, inadequate facilities and old equipment, so often in evidence in the old barracks, will be things of the past.

The new three-story H-shaped structure will comfortably house over 500 women, and will include such items as a controlled air ventilation system, separate study rooms, spacious lounge areas, and laundry and ironing rooms on each deck. Completion date for the building is set for the fall of 1966.

To mark the occasion, the commanding officer, Recruit Training Command (Women), is sponsoring a contest, open to all enlisted Waves on active duty, to select a name for the building.

In submitting suggestions, the following guidelines are recommended: The name should be in good taste; meaningful to more than just a small group of Waves; and, preferably, a name which will retain its intended meaning for Waves for many years to come.

Suggestions, together with a brief statement of why the name has been selected, should be forwarded to the Commanding Officer, RTC(W), Bainbridge, Md., 21905, to arrive before 1 Jul 1966.

The Wave (or Waves) submitting the winning name will have their names engraved on a suitable plaque and displayed in the building.

WET WORK—Navymen learn techniques of rescuing a downed pilot from water in special five-day course given at Fleet Training Center, San Diego.

Pilot Rescue Training

As a general practice Navymen are encouraged to stay on the dry side of the ship's rail. Every rule has its exception. Last year, for instance, the Fleet Training Center in San Diego, Calif., taught 186 men the always wet and often tricky business of going over the side—to rescue downed pilots.

FTC San Diego's course is rough, so rough in fact only about 60 per cent of each class is expected to graduate. Though only five days in duration, the curriculum consists of 30 hours of instruction; nine hours of lecture and 21 hours of in-the-water training. It caters both to destroyermen and helicopter crewmembers.

During the week at San Diego the prospective rescue experts learn water survival, pilot rescue techniques, emergency lifesaving measures, abandon ship procedures and how to cope with situations such as burning fuel on the water.

Pilot rescue training has become especially important during the last year, due to the increase in aircraft activity over Vietnam. When an aircraft is hit or malfunctions over hostile terrain, the pilot will usually head for the open sea, to eject or ditch away from the rough landscape and enemy troops.

Carrier Landing with a Twist

Routine landings are common aboard aircraft carriers, but occassionally one arrested landing proves different.

Seconds after Lieutenant Mel M. Romine, USN, hooked the third wire with his S-2E *Tracker* aboard USS *Kearsarge* (CVS 33) recently, he received emergency instructions to cut engines. Firefighters and first aid teams rushed toward the plane from seemingly all directions on the flight deck.

All this left Lieutenant Romine temporarily baffled. He felt his landing had been a good one, and could not figure out the cause for alarm. Nevertheless, he lost no time unharnessing to get clear of the plane.

As he leaped from the hatch a cheer went up from the flight deck crew. His arrested landing was the 96,000th for *Kearsarge*. The crash/fire drill was held to add significance to the occasion.

Freedoms Foundation Moves To Honor MOH Winners

The Freedoms Foundation at Valley Forge is developing a 52-acre Congressional Medal of Honor Grove to provide recognition for the men who have won the Medal of Honor since its authorization in 1861.

There will be an archives building which will house complete records of the deeds of all who have received the Medal and historical displays concerning the Medal.

One of the displays will be a collection showing the various forms the Medal of Honor has taken during its existence. The Army and Navy have always had distinctly different awards and both the Army and Navy Medals have undergone three changes.

Because of the age and scarcity of some of the Medals, the Freedoms Foundation is asking anyone possessing a Medal of Honor to loan it to the archives building at the grove where it will be placed under glass on public display with a suitable plaque recognizing the recipient and the donor.

Anyone willing to loan a medal or wishing further information on the subject should write to General Bruce C. Clarke, Vice Chairman, Freedoms Foundation at Valley Forge, Valley Forge, Pa. 19481.

Alvin Takes Trial Run

Alvin, the Navy's new research submarine, has completed its initial deep dive off Andros Island in the Bahamas. The vehicle descended 6000 feet below the surface and all systems checked out satisfactorily.

The 22-foot vehicle is operated by the Woods Hole Oceanographic Institution, Mass., as a part of an oceanographic research program supported by the Navy's Office of Naval Research. After further test dives, *Alvin* will conduct deep ocean engineering and scientific operations off Bermuda.

Alvin will enable oceanographers to make firsthand observations of deep water conditions. With much greater horizontal range and maneuverability than bathyscaphs like *Trieste*, *Alvin* will be capable of extensive research. *Alvin*, on the other hand, will have a 25-mile range and a 2.5-knot speed. It can remain submerged for eight to 10 hours.

The vessel will have many uses. Biologists, for example, will use the craft to observe directly the concentrations and behavior of marine life in deep water in the same manner as scuba divers in shallow water. Geologists will be able to inspect personally areas of the sea floor and take samples of the bottom. The temperature structure, underwater currents and gravity and magnetic fields can also be measured more accurately from *Alvin*.

Like *Trieste*, *Alvin* has a spherical high-strength hull which contains the crew and scientific instruments. *Alvin's* seven-foot diameter pressure sphere consists of 1.33-inch-thick HY 100 steel, an extra-strong metal used for the first time in undersea vehicle construction.

The new vehicle has specially-designed equipment to give it maneuverability and to permit it to operate as a submarine instead of a deep sea elevator. Its large main propeller at the stern can be turned from side to side to steer in the same manner as the outboard motor on a small boat. A complete 360-degree turn with a radius of less than *Alvin's* length can be made in about 45 seconds. On each side of the craft, just aft of the five-foot conning tower, is a small lift propeller which can be rotated to

direct its thrust up or down, ahead or astern. All three screws are controlled by an aircraft-type control stick in the cockpit.

A number of safety features have been incorporated into *Alvin*. Should the mechanical arm become hopelessly entangled, it can be shed. The three batteries can be dropped to reduce the weight of the vehicle and cause it to rise of its own buoyancy. As a last resort, crew members could even disconnect the pressure sphere, which would rise to the surface automatically.

Alvin is designed to have a neutral buoyancy, and an ingenious variable ballast system has been included to compensate for the weight of men and instruments and insure the neutrality. The system consists of pressure-proof aluminum spheres interconnected by collapsible rubber bags partially filled with oil, which is lighter than water. If buoyancy is to be increased, oil would be pumped from the spheres into the bags, thereby increasing displacement without increasing weight. The oil is pumped back into the spheres to make the vessel heavier.

Four viewing ports permit observations ahead of and beneath the vehicle. Additional monitoring is provided by a scanning sonar set and a closed circuit TV system. It also has instruments to detect distance from the bottom and the surface and to maintain voice contact with the mother ship.

The *Alvin* support ship is a specially designed catamaran barge supported by two floats, each of which is 96 feet long and displaces approximately 400 tons. The barge has a platform which can be raised to lift *Alvin* from the water.

You'll be hearing more about *Alvin* in the future.

MSTS Back in Atlantic Run

The Military Sea Transportation Service (MSTS) has resumed partial trans-Atlantic service. Earlier this year, the six MSTS Atlantic ships had been diverted to sealift the First Cavalry Division from Atlantic Coast ports to the Republic of Vietnam.

Presently, there are two ships—USNS *General William O. Darby* (T-AP 127) and *General Maurice Rose* (T-AP 126)—sailing between the Brooklyn Ocean Terminal and Bremerhaven, Germany. So far, no date has been set when full Atlantic MSTS service will be resumed.

How To Live In the Jungle

The bus bounced along a rutted dirt road near the Subic Bay Naval Station perimeter and jerked to a stop in front of a lone quonset hut. The passengers—four Navymen and 20 Marines in battle dress—filed out. They approached a short, muscular Filipino, whose face was half-hidden under an orange-colored plastic rain hat. He carried a machete.

This was Dim (pronounced Deem), who was to be the group's instructor in jungle survival for the day.

Ignoring the darkly overcast sky, Dim surveyed his students near the edge of the jungle, then turned and headed for the heavy foliage. Following closely, the 24 men from USS *Galveston* (CLG 3) were soon wading waist-deep across a rushing stream, on their way to a training area in the heart of the jungle.

The indoctrination was part of the field training required annually of Marines afloat. The Navymen, including a hospital corpsman, came along by invitation.

Dim and three other guides who accompanied the *Galveston* men are Negritos, a small, tough race of peoples who inhabit parts of the Philippines. Each of the four guides fought against the Japanese in World War II, in the fierce struggle for liberation of the Philippines. Dim had been a guerrilla sergeant.

BUSY DAY—Landing craft circle behind open stern of *USS Vancouver*.

Reserve Minesweeper Cruise

Reserve minesweepers plied their trade recently in exercises in the vicinity of Massachusetts Bay.

Naval Reserve Mine Division 22, operating out of Providence, R. I., sailed as a complete division for the first time when it underwent active duty for training.

Four ships make up the Com-ONE division—USS *Falcon* (MSC 190) the flagship, *Turkey* (MSCO 56); *Siskin* (MSCO 58) and *Reedbird* (MSCO 51).

The division was joined by *Exultant* (MSO 441) from Charleston, S.C., for the training cruise.

Perfect weather attended the cruise, and the Reservists were able to accomplish much training underway. They swept a minefield laid by *Exultant* and, in addition, each took part in a full-dress battle problem.

All was not work, however. The Reservists visited Halifax, Nova Scotia, over the weekend and were given a red carpet welcome by the Royal Canadian Navy.

SWEEPERS of Naval Reserve Mine Division 22, operating out of Providence, put to sea as a complete division for a training cruise in the Atlantic.

Hacking through the dense jungle, Dim collected leaves and branches along the way, intermittently lecturing to the group about uses of jungle plants.

"This fern you can eat," he said, "but eat only the young leaves."

He took a bite and passed the plant around. The *Galveston* men reluctantly followed suit.

By the end of the morning Dim had explained how to produce rope, plates, hats, soap, quinine, iodine, tea and water, using only a knife and jungle plants.

Another guide demonstrated the technique of starting a fire with bamboo shavings, sans matches. In spite of the rain, he succeeded.

The guides then demonstrated some rather vicious booby traps constructed from jungle materials. "Here enemy," said Dim, standing a bamboo tree section upright in the middle of the trail. "He comes along at night and hits, like this."

Dim brushed a thread of bark, stretched across the trail, with a stick. Thwack. A long branch with bamboo spikes sprang out and knocked the "enemy" to the ground.

Dim explained that this type of trap, along with others, was used during the war. He then showed the men how to cook rice in a section of bamboo. Served on bamboo plates and washed down with jungle tea, it made a nourishing meal.

In the afternoon Dim led the way for a long hike through the jungle, with the warning, "Look up, look down—snakes."

The intermittent rains of morning steadied to a constant afternoon downfall, as the *Galveston* men split into two groups to follow their guides up and down the mud-slick hills and through the tangled undergrowth. Along the way, the Marines and Navymen sought out the plants they had learned about earlier.

"Here is water tree," said Dim. "You can get water six to six (dusk to dawn) like this." He hacked a notch in the trunk with his machete and hammered a piece of bamboo into the tree.

"Water run down bamboo, and you fill canteen. But not now. Only from dusk to dawn."

At the hike's end, back at the guides' quonset hut, the mud-caked, rain-soaked Marines and Navymen wrung what water they could out of their clothes. Some bartered with the guides for hand-made knives, bows and blowguns, as souvenirs of their experience.

PROGRESS—A. E. Flanders, BM1, has gone from seaman to first class PO aboard *Compass Island* (EAG 153).

IT'S A FAKE—Navy frogmen inflate a flotation collar around a boiler plate model of *Gemini* capsule during training at Little Creek Naval Amphibious Base.

Hovercraft Operators

Four enlisted men have qualified as operators of the VA-3 experimental hovercraft, an "air-cushion" vehicle being tested by the Navy as a potential amphibious assault craft.

By qualifying, the men have discounted previous Navy apprehensions that only qualified pilots could handle the airplane-type controls and tricky characteristics of the vehicle. Were this true, it would have presented a formidable obstacle to the Navy's adoption of the air-cushion type craft.

The enlisted "pilots"—a BMC, ENC, EN1 and BM3—learned to handle the craft satisfactorily after four hours' indoctrination. The transition from coxswain and engineman (both must qualify) was smooth.

Flying the hovercraft is little different from piloting a light plane. The craft has four separate engines and propellers—two mounted on the rear deck for propulsion and two on the underside for lift. Rudders behind the propulsion props and louvered "spoilers" beneath the lift props provide maneuvering capability.

The flexible skirt which encompasses the underside traps the down draft and provides an air cushion which supports the 55-ton craft 18 inches above water or land.

The operator (there is no "co-pilot") must manipulate the wheel to control the rudders while foot stirrups give him control of the spoilers. The aircraft-type throttles which control height and speed must be adjusted by his left hand as he grips the wheel with his right.

One man who qualified explained that there was an emphasis on maturity when selecting enlisted operators. It's a thrill to travel over 50 knots on a small water vehicle, he said, particularly when you're flying. The operator must remain calm at all times.

The hovercraft seems to offer unlimited potential as an amphibious vehicle. If current tests determine that adoption of air-cushion vehicles is feasible for the Navy, men and materials could be shuttled ashore at speeds in excess of 50 knots, nearly immune to surf conditions, underwater obstacles and mines.

The Navy is also eying the versatile craft for antisubmarine warfare missions, patrol and reconnaissance work and rescue roles.

—Jere Sellars, J02, USN.

Greenwich Bay Visits

Should you happen to be steaming through Middle Eastern waters, and you see a U.S. Navy ship painted white, chances are it will be one of three seaplane tenders—USS *Greenwich Bay* (AVP 41), *Duxbury* (AVP 38) or *Valcour* (AVP 55).

Why are they painted white instead of battleship gray? Among other reasons, it provides a little more comfort for the crew. These ships operate in an area where the temperature soars beyond 100 degrees Fahrenheit, and the white does quite well in reflecting the hot sun.

These AVPs rotate as flagship for Commander Middle East Forces and, as such, they are representatives of the United States in an area of the world seldom visited by other U.S. Navy ships.

For example, during her 1965 cruise, *Greenwich Bay* visited such ports as Abu Dhabi, Doha, Damman, and Ras Tanura in Saudi Arabia, and Abadan, Iran.

Before she left her home port of Norfolk, Va., *Greenwich Bay* loaded up with approximately 10 tons of Project Handclasp material, including encyclopedias, textbooks, food, clothing, toys, games and medicines. Much of it was donated by schools and other organizations and designated for specific countries.

And then while *Greenwich Bay* visited these Middle East ports, the Handclasp material was distributed, tours of the ship were given to the general public and many groups of children were entertained with cartoons, refreshments and souvenirs.

Since the Middle East Force was established in 1949, *Greenwich Bay* and her sister ships have been host to thousands of children in more than 100 towns. At the same time, crew members have given their time to help paint and repair schools, orphanages and youth centers in these various cities.

—R. A. Young, YN2, USN

Ricketts Comes Home

The mixed manning demonstration ship USS *Claude V. Ricketts* (DDG 5) returned to her home port of Norfolk, Va., recently after a five-month deployment to the Mediterranean and Northern Europe.

During her deployment, the guided missile destroyer, with her six-nation crew, operated successfully as a regular unit of the U. S. Sixth Fleet. The ship also visited ports in all non-U. S. nations represented in her crew: Italy, Greece, The Netherlands, the United Kingdom and the Federal Republic of Germany.

STEAMING toward salvage operation is *USS Safeguard* (ARS 25), which is part of Pacific Service Force.

During her deployment with the Sixth Fleet she operated as a unit of Task Group 60.2. Significant operations in which the ship took part were "Double Eagle," a large-scale NATO exercise, and two combined exercises with units of the Italian Navy. Normal Sixth Fleet operations included antiair warfare, antisubmarine warfare and electronic warfare exercises.

Ricketts conducted *Tartar* missile firings and took part in three major underway replenishment exercises during the same period.

After leaving the Mediterranean, *Ricketts* stopped in England, The Netherlands and Germany. In Kiel, Germany, she represented the United States at Kiel Week, an annual sailing regatta attended by ships from many nations.

For the remaining period of the mixed manning demonstration, the ship will operate as a unit of the U. S. Second Fleet. On 1 December her non-U. S. men are scheduled to return to their own navies.

Agualva's Bell

For the people who live at Agualva on the Portuguese island of Terceira in the Azores, the bell in the village church is an old friend. Since 1887 it has rung in the great moments of their lives and tolled upon the passing of their relatives.

For a while, however, it looked as though Agualva's bell might come crashing down from its steeple. The great wooden and metal braces which had supported the bell for 78 years had been weakened by cracks.

As a gesture of goodwill, the commander of the U. S. naval forces in the Azores authorized repairmen from the Naval Air Facility in the Azores to do whatever they could to save the bell.

With the help of U. S. Air Force engineers, the bell was removed to the Naval Air Facility hangar where Navymen went to work.

The welding and suspension repair had to be done with the greatest care to keep the bell from cracking, but the job was done and the old bell was returned to its tower.

When the bell was rededicated, a plaque on the wall of the church was also unveiled, attesting to the thoughtfulness of U. S. Navymen stationed at Lajes, who made it possible for Agualva to keep its bell.

A RINGER—Portuguese villagers gather in street for rededication of church bell at Agualva. *Rt:* Navymen make repairs to church bell in hangar at NAF.

SERVICESCOPE

Brief news items about other branches of the armed services.

CRASH RESCUE procedures are practiced by Air Force Reservist taking training at Bakalar Air Force Base, Ind.

THE U. S. ARMY Chief of Engineers recently established an Office of Interoceanic Canal Studies in the Panama Canal Zone. It will carry out reconnaissance and, in general, study the feasibility of a new sea-level canal between the Atlantic and Pacific Oceans.

For some time now, the possibility of such a canal has been considered. But not much had been done to see whether building one would be practical.

A sea-level canal would, of course, have many advantages. For instance, it could be built large enough to handle even the largest ships. And all ships would benefit since transit through a sea-level canal would be faster than through the present Panama Canal.

★ ★ ★

A GREAT STORYTELLER, describing Arctic weather, once told an audience, "It was so cold up there our words froze as we spoke them, and we had to heat them in a frying pan to see what we were saying."

No so with a new arctic communications system, the longest and most powerful of its type, which spans the 600 miles between northern Canada and Thule Air Base, Greenland. It is operated by the Air Force.

This—believe it or not—is a breakthrough. Normally, tropospheric communications systems (of which this is one) are effective only for shorter distances. Powerful new transmitting equipment and supersensitive antennas were developed for this arctic link.

It took two years, working in constant sub-zero weather, to erect the necessary facilities. The Air Force airlifted a disassembled 35-ton crane to the site for use in erecting the antennas.

The link is a subsystem of a communications link currently being developed between Alaska, northern Canada and Greenland.

★ ★ ★

A NEW ULTRASONIC CORROSION DETECTOR for inspecting aircraft fuel tanks has been developed for the Air Force. The new device is more accurate than the human eye and is more economical than X-ray examination since it does not require the removal of fuel from aircraft tanks before inspection.

The corrosion detector, mounted on a trailer, is guided under the wing of a parked aircraft and raised until it touches the underside of the metal wing. Ultrasonic sound waves are then bounced against the skin of the aircraft.

Tests have indicated that corrosion can be accurately detected through metal surfaces from fifty thousandths to one and one-half inches thick. The device can also detect trouble where metal joints overlap.

The ultrasonic inspection device is designed to scan the top of the wing as well as the bottom and can also be used to inspect curved surfaces of an aircraft. It is much faster to use than older inspection methods inasmuch as it can scan more than 500 square inches of aircraft wing surfaces in 15 minutes.

In addition to using the device to detect corrosion in fuel tanks, the Air Force also plans to use the equipment to check large booster cases and to test honeycomb bonds in large cargo aircraft.

★ ★ ★

A SELF-PROPELLED *Hawk* missile launcher is being developed by the Army for use in forward combat zones. The vehicle will give *Hawk* platoons greater mobility and flexibility and require fewer vehicles than at present.

HAWK (Homing All the Way Killer) is a supersonic air-defense guided missile. The new units will be deployed on an XM-548 full-tracked vehicle. Present *Hawk* platoons require six two-and-one-half-ton trucks. The missiles are transported on pallets and placed on the launcher at the firing site. With the new system, self-propelled *Hawk* units will carry ready-to-fire missiles on the launcher.

When the self-propelled launcher is perfected, a *Hawk* platoon will consist of three launchers, each with

COAST GUARD cutter *Northwind* is taking scientists to North Atlantic and Arctic Basin areas for exploration.

UNDER-WING pylons being tested on F-111 rotate as the plane's wings sweep back for supersonic flight. Rotation keeps external weapons parallel to jet's fuselage.

three missiles aboard. The launchers will tow the necessary radar and tracking gear. The assault fire command console can be either carried on one of the launchers or mounted on a trailer and towed.

Hawk is a 16-foot, solid-propellant missile which can search out and destroy high performance aircraft or air-breathing guided missiles from treetop level to medium altitude. The first battalion was deployed in 1960.

★ ★ ★

THE DEFENSE DEPARTMENT had a problem—how to stretch tax dollars by finding new uses for missile back-up equipment and weapons systems hardware no longer used by the Air Force as strategic weapons.

The answer hopefully lay in a missile showroom at Lincoln, Nebr., where users are being sought for millions of dollars worth of obsolete missile gear including such items as $500 vacuum tubes and five-dollar transistors, the intricate wire mazes of complex electronic control panels, electric generator sets, oscilloscopes, computers, rocket engine cradles and an amazing variety of other early—and obsolete—missile-age hardware.

The Mart's proprietors are the Air Force, the Defense Supply Agency, the Defense Logistics Services Center, and the Defense Department.

Catalogs were printed describing the missile support gear and substitute uses for it. Stock numbers of available items were also compared with the items needed by the Armed Forces.

The Mart differs from that with which most shoppers are familiar in that there are no price tags on the merchandise. Anything useful the shopper spots is his for the asking. All he must do is pay for handling and transportation. The Armed Forces are expected to be the biggest customers.

A lieutenant colonel is the "sales manager." He conducts guided tours of the showroom and tells prospective customers how long it will take to remove the desired merchandise from its missile silo.

In this way, the government hopes to shuttle millions of dollars worth of equipment from six disestablished *Atlas F* sites to use in other defense capacities and suggest ways in which its customers can use support equipment for the *Atlas E* and *Titan I* missiles which are being eliminated in line with the decision to close 14 ICBM bases having a total of 149 missile silos.

★ ★ ★

ADDITIONAL EDUCATION is provided for many of this year's graduates from the service academies at West Point, Annapolis and Colorado Springs.

Three Rhodes scholarships, seven National Science Foundation fellowships and three Atomic Energy Commission fellowships have been awarded to members of the graduating classes.

About 60 additional graduates received grants for advanced schooling immediately after graduation.

★ ★ ★

MATS IS KEEPING IN STEP with the jet age by adding new C-141 *Starlifter* transports to its fleet. The four-jet, 150-ton aircraft are expected to add a new dimension to the MATS military air cargo transport capability.

The *Starlifter* is the first jet aircraft ever designed specifically for cargo operations. It cruises at speeds in excess of 500 mph and has a range up to 5200 miles (the distance from San Francisco to Tokyo)—depending on payload.

The jet transport can carry 120 fully-equipped combat troops for the long stretch, or 154 troops or 123 paratroops for shorter distances. Rear clamshell doors open in flight for paradropping men and equipment.

Using a new automated cargo loading system, it will take less time to cram 72,000 pounds of cargo in the *Starlifter* than it takes to service and refuel the craft. In addition, the plane's short takeoff and landing characteristics enable it to operate from about 1850 airports throughout the world. Each of its jet engines develops 21,000 pounds of thrust.

The first operational squadron of C-141 *Starlifters* is being established at Travis AFB, Calif. Others will follow at Dover AFB, Del., and Charleston AFB, S. C. To date, 132 *Starlifters* have been ordered for MATS.

BIG TOW—Army gunner fires TOW assault antitank weapon from lightweight launcher mounted on tripod.

THE BULLETIN BOARD

Navymen Are Automatically Covered for $10,000 Insurance

PERHAPS YOU HAVE, from time to time, thought of obtaining some life insurance, but felt you couldn't quite afford it.

Through passage of Public Law 89-214, you (and all other servicemen on active duty) are now automatically covered for $10,000 under the Serviceman's Group Life Insurance, a term insurance program effective 29 Sep 1965.

Is this insurance free? No, but the cost to you is very small—two dollars a month (see below).

Do you have to sign up for this insurance? No, you are automatically covered, unless you specify that you don't want the insurance.

SGLI provides coverage of $10,000 for all Navy men and women on active duty. All members ordered to active duty for more than 30 days, and who were on active duty on 29 Sep 1965, and who were not discharged or released from active duty before 1 Oct 1965, will be charged the $2 monthly rate commencing 1 October.

Premium deductions will be in full monthly amounts. There will be no prorating of premium deductions.

This new life insurance is in addition to any insurance you presently may have. In other words, Serviceman's Group Life Insurance will not affect any coverage to which you are now entitled, whether it is government (USGLI or NSLI) or commercial.

Term insurance, for those who may not know, offers the lowest cost protection for a specific period of time—in this case, as long as you are on active duty and and up to 120 days thereafter. Protection under this insurance program will end 120 days after separation or discharge, unless you elect to continue it by paying the required premiums, which would vary according to your age at that time.

However, this insurance is not mandatory. If for some reason you don't want this amount of coverage, you have two choices:

- You may choose to be covered by only $5000; or
- You need not participate at all.

Details as to how you go about electing either of the two latter alternatives are not at this time available. As soon as possible, this information will be promulgated by an instruction.

As with just about any type of life insurance, you may choose your beneficiary (the person to whom the payment is made in the event of your death). However, should you die without designating your beneficiary, the insurance will be paid in the following order to:

- Your widow (or widower).
- Your child or children.
- Your parents.
- The executor or administrator of your estate.
- Other next of kin.

You may specify whether you wish your beneficiary to receive the face value in one lump sum or payment over a 36-month period.

As stated before, this is term insurance—that is, it has no "cash" or loan value, which is a feature of permanent types of life insurance. You cannot borrow against it, nor does the policy mature. But it pays off $10,000 in case of death of the insured person.

When you are released from active duty, you may want to continue the insurance on your own. This may be done. At any time during the period you are covered, either while you are on active duty, or up to 120 days after your discharge or separation, you may apply to any of the participating commercial insurance underwriters for insurance.

Upon payment of the required premiums, you will be granted insurance (without proof of insurability) up to the face value of the coverage you had under this plan. This may not mean much to persons leaving active duty in good health. But regardless of physical condition, you are still guaranteed life insurance if you desire it. Remember, however, this guarantee lasts only during your period of active duty plus 120 days. Should you let your insurance lapse, you will no longer be eligible.

This brings up another point: If you already have a life insurance plan in effect, you would do well to hang on to it. Should you cash it in, you will find that, after you are released from active duty, your premiums on a new policy would be considerably greater than the premium you are now paying.

Details concerning coverage and disbursing procedures may be found in Alnavs 65 and 68.

All-Navy Cartoon Contest
C. Wise, HMCS, USN

"No, Sir, I says. None of these foxholes and C-rations for me! I'm joining the Navy."

Now's the Time for Officers To Ask for Flight Training

If you are an officer on active duty who has wanted to become a naval aviator or naval flight officer, now may be your opportunity. And the sooner you apply the better your chances will be.

Under this program, commissioned officers may apply for flight training at any time.

If you are in the Fleet, now is your best time to apply. A good portion of the quotas for classes beginning in June to about December are filled by officers who recently graduated from the Naval Academy, OCS and NROTC. But from the months January through May, more quotas are available for officers in the Fleet. Therefore, if you submit your application now, you may stand a better

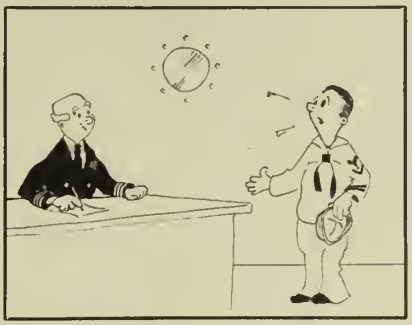
chance of being accepted for a class beginning in March, April or May.

First, however, you would do well to check yourself against these general eligibility requirements:

- You must, of course, be commissioned, or be in training as an officer candidate leading to a commission.
- You must be less than 26 years old when you apply.
- You must have at least four semesters of undergraduate work at an accredited college or university and must have been in good standing upon completion of final semester.
- You must take two aptitude tests, one to see how well suited you are for flight duty, and the second to measure your ability to control aircraft. As a naval aviator applicant, you must score a minimum of three on each test. Although the naval flight officer will take both tests, he need only score a minimum of three on the test which shows his suitability for flight duty.

If you have taken these tests within the past 12 months, you cannot take them now.

All-Navy Cartoon Contest
G. T. Loftis, SF1, USN



"But, Sir, if I make this cruise I'll lose my part-time job!"

Once you have completed your physical and taken the aptitude tests, and you are still in the running, your chances of being accepted for flight training are quite good. You may be heading for Pensacola, Fla., for training as a naval aviator or naval flight officer.

Upon completion of the training, you will be required to serve three and one-half years of active duty.

For more information, see BuPers Inst. 1520.20C.

Check the Latest in Correspondence Courses

Five new correspondence courses recently became available through the Naval Correspondence Course Center, Scotia, N. Y. 12302.

- *ECC Instrumentman 1 and C,* NavPers 91385-1 (supersedes NavPers 91385-B and NavPers 91384-B).
- *ECC Aerographers Mate 1 and C,* NavPers 91603-1 (supersedes NavPers 91602 and NavPers 91603).
- *ECC Enlisted Transfer Manual,* NavPers 91423-1 (supersedes NavPers 91423-A).
- *OCC Engineering Duty Officer (General),* NavPers 10939-B (supersedes NavPers 10939-A, NavPers 10940-3 and NavPers 10941-A1).
- *OCC Naval Airborne Ordnance,* NavPers 10964-A (supersedes NavPers 10964-3).

Regulations for Dispensing Drugs to Navy Dependents

THE MAY issue of ALL HANDS carried a roundup on medical benefits available to Navy dependents and retirees in which the conditions surrounding these benefits were discussed, as well as the benefits themselves. Since that time, requests have been received for amplification on the subject of prescriptions for Navy dependents.

Earlier this year, the Secretary of the Navy issued SecNav Inst. 6320.14 on the subject of Navy drug and prescription service for eligible dependents. The SecNav Instruction is quoted here:

"The dispensing of drugs is an integral part of outpatient treatment. Therefore it is subject to the same regulations and considerations as apply to patient eligibility, priority and to the availability of space, facilities and capabilities of the medical staff.

"When an eligible patient is accepted at one of our medical facilities providing outpatient treatment, the necessary drugs to support this treatment will be dispensed at no expense to the individual.

"In respect to prescriptions written by licensed civilian physicians, these may be filled, particularly for those items carried in stock, if dosage and amounts are reasonable. This service will not include prescriptions for narcotics.

"Under ordinary circumstances drugs will not be dispensed through the mail.

"All of the above are subject to professional considerations and limitations as promulgated in BuMed Directives."

THE INSTRUCTION leaves no doubt that Navy dependents who are accepted as patients at Navy medical facilities are entitled to receive, free of charge, the drugs necessary to support their treatment. Thus, as the Instruction states, pharmacies are obliged to supply the drugs prescribed by Navy physicians at Navy outpatient facilities. However, dependents being cared for by licensed civilian physicians may have prescriptions, written by that physician, filled if the dosage and amount prescribed is reasonable—particularly if the requested item is in stock.

Needless to say, pharmacy personnel will be happy to supply a prescribed drug immediately if it is in stock. If the prescribed drug is not in stock it will be obtained, but this can result in some delay in filling the prescription.

BuMed says dependents can probably save themselves considerable frustration in the matter of prescriptions if they recognize some of the problems which are sometimes involved.

Navy dependents, for example, may wonder why a pharmacy would not stock certain drugs. A stroll through a civilian pharmaceutical warehouse would undoubtedly give them the answer.

There are literally hundreds of brand names for drugs, and many new ones appear on the market each year. A medical officer will at times prescribe a drug by its brand name rather than its generic name. When a prescription is presented to a pharmacy it must be filled exactly as the physician orders. Since it is practically impossible to keep all brand names in stock, the pharmacy may not be able to service some prescriptions immediately.

Persons eligible to use Navy pharmacies should not expect to have their prescriptions filled by mail except under extraordinary circumstances, nor should they expect Navy pharmacies to fill prescriptions for narcotic drugs prescribed by civilian physicians.

Ground Rules Are Set Up for Flight Deck Hazardous Duty Pay

NOW THAT FLIGHT DECK hazardous duty pay has been authorized by Congress, ground rules have been set up to determine who will receive the extra $$$.

Here are a few points worth noting:

- Eligibility is based essentially on the type of work performed.
- Individuals otherwise eligible to receive FDHDP must qualify for it on a month-to-month basis.
- There is a limit on the number of ships's company and squadron personnel who may receive FDHDP each month.
- FDHDP will not be granted to individuals who are receiving other hazardous duty pay.

Accompanying this item is a list of officer and enlisted billets which qualify for the $110 (officer) and $55 (enlisted) award, because these jobs require frequent and regular participation in flight operations. All men filling these billets will henceforth be formally ordered to such duty by their CO. Commands have prepared orders effective on or after 1 Sep 1965 for men serving in or reporting to the billets listed. This formality fulfills a requirement set forth by law.

So, unless you are actually ordered to duty in one of these billets, you cannot qualify for FDHDP.

Furthermore, though you are assigned in one of these billets, you must actually participate in flight deck operations for a minimum of four days or the equivalent of four days of flight operations to receive the extra pay in any given month.

Flight operations is defined as the period during which launch and recovery of aircraft is in progress, and a "day" of operations is computed on the basis of 40 launches, recoveries, or any combination of 40 launches and recoveries aboard ship.

Any single day, or combination of days during a calendar month, on which the number of aircraft launched and/or recovered totals 160 shall constitute the equivalent of four days of flight operations.

Participation is defined as presence at an assigned station in a flight deck hazardous duty billet (FDHDB) on the flight deck of a CVA/CVS during flight operations.

Monthly quotas have been established for different classes of carriers and air units. The total number of ship's company officers and enlisted men who may receive FDHDP each month on each type carrier is:

Class/type	Officers	Enlisted
CVAN 65	4	250
CVA 59	4	250
CVA 41	4	230
CVA 19	4	205
CVS	4	160
*CVS(T)	3	130

Officers and enlisted men an training duty are entitled ta FDHDP under the same connditions as members an active duty.

*Training Carrier—currently USS Lexingtan (CVS-16)

Following is a table showing the number of officers and enlisted men assigned to aviation units who may be authorized to draw FDHDP when operating from a carrier. The quotas are based on the standard number of aircraft listed for each type unit. If the number of aircraft in any given unit is greater or less than the number indicated, the enlisted quota is adjusted by the ratio of a one-and-one-half-man increase or decrease per plane. The officer quota does not change.

Type Squadran/ detachment	Standard Number af Aircraft	Manthly Quata Off.	Enl.
F-8	12	1	31
F-4	12	1	31
A-4/-A-7	14	1	34
A-1	12	1	29
A-3	12	1	32
A-3	9	1	27
A-3/RA-3/EA-3	3	0	12
RA-5	6	1	21
A-6	9	1	27
E-1	4	0	12
E-2	4	1	16
RF-8	3	0	10
SH-3	16	1	31
S-2	10	1	23
EA-1	3	0	9
UH-2	3	0	8
VSF (A-4)	4	0	12
Staff CVW/CVG	0	1	2

Additionally, men deploying with

If Your Billet Is Listed Below You May Qualify

OFFICER BILLETS

- Flight deck officer
- Assistant flight deck officer
- Catapult officer
- Assistant catapult officer(s)
- Arresting gear officer(s)
- Landing signal officer(s)
- Flight deck baatswain
- Aircraft ardnance officer
- Aircraft fuels officer
- Assistant aircraft fuels officer
- Squadran maintenance officer/assistant

ENLISTED BILLETS

- Flight deck CPO
- Flight deck PO
- Line supervisars
- Plane captains
- Hela detachment POIC
- Hela plane captains
- Aviatian fuels CPO
- Aviatian fuels PO
- Arresting gear CPO
- Arresting gear flight deck PO
- Catapult CPO
- Crash and salvage crew leader
- Catapult spatters
- Deck edge cat aperatars
- Bridle runners
- Bridle haak-up and haldback men
- Directars
- Assistant directors
- Catapult safety PO
- Catapult safety observers (cotwalk)
- Jet blast deflectar aperators
- Plane handling crewmen
- Hook runners
- Maintenance coardinators
- Engine mechanical troubleshooters
- Metalsmith traubleshaaters
- Electrical traubleshooters
- Electranics troubleshoaters
- ASW technician traubleshoaters
- Hela checker troubleshaoters
- Fuel crew leaders
- Fueling crewmen
- Fuel checkers
- Fuel crewmen (talkers)
- Fuel crewmen (CO_2)
- Ordnance fuzing/arming/checkers
- Ordnance safety POs
- LOX crew
- Flight deck crash and salvage crew
- Crash crane aperatar
- Asbestas suit men
- Tractar king
- Tractar drivers
- Elevatar aperatars
- Deck edge aperatars/talkers
- Fly I PO
- Fly II PO
- Fly III PO
- Fly I talker
- Fly II talker
- Fly III talker
- Mabile electrical power plants aperator
- Deck edge pawer, electrical (aircraft start)
- Weight checkers
- Van Zelm spatters/runners
- Van Zelm deck edge operatars
- LSO talker
- LSO spotter
- Flight deck phatagraphers
- Haspital carpsmen

replacement carrier air wings and replacement ASW air groups will be authorized to draw FDHDP as specified by cognizant type commanders. In this category, monthly payments can be awarded to as many as five officers and 100 enlisted men in AirPac, and five officers and 85 enlisted in AirLant.

Many men will already be receiving the new payment by the time this issue is off the press.

Opportunities in NESEP Open New Horizons for Young Petty Officers

Candidates for the Navy Enlisted Scientific Education Program are rainbow chasers, and they are perhaps closer to finding the pot of gold than any of their contemporaries. Those who are accepted in the program can feel confident that they have found that long-sought treasure.

Enough cannot be said about NESEP. Although these pages have carried many reports about it, application time is again at hand. Another reminder is in order.

NESEP is a college training program for outstanding petty officers on active duty, leading to appointment to commissioned grade and a career as an unrestricted line officer. It provides four years of uninterrupted college education in some of the nation's most reputable institutions, during which the students draw full pay and allowances.

Applications for the coming school year (1966) should have reached the Chief of Naval Personnel by now. If you are eligible and have applied, take this opportunity to review other requirements you must satisfy, and to renew your determination for success.

If you are eligible or potentially eligible and have not applied, learn all you can about NESEP right now, and resolve that you will not allow such an extraordinary opportunity to pass you by without taking a crack at it. Then roll up your sleeves.

To be eligible, you must:

- Be a citizen of the United States.
- Be enlisted in the Regular Navy or in the Naval Reserve on active duty (includes TARs), with at least one year in service (other than school) prior to application.
- Be serving in pay grade E-4 or above on the application deadline (now set as next October 1st). It's not too early to get started.
- Be 21 but not 25 by 1 July of the year selected. (Waiver of maximum age may be granted on the basis of one year for each year of fully transferable college credits.)
- Be a high school graduate or equivalent with at least three years of high school.
- Have a combined GCT/ARI score of at least 118.
- Meet physical standards of officer candidates.
- Have a clear disciplinary record for two years preceding 1 July of the calendar year in which application is made.
- Meet the high standards of character, patriotism, sense of duty, personal conduct and financial responsibility required of a prospective officer.
- Be recommended by your commanding officer.

Men and women are eligible, whether married or single.

The applications of all fully qualified NESEP candidates will be considered in January each year by a selection board convened by the Chief of Naval Personnel.

Those selected are designated as provisionally selected candidates and ordered to a nine-week cram course at Naval Preparatory School. Upon satisfactory completion of prep school and acceptance at a NESEP college or university, candidates are ordered to school and become full-fledged NESEP students.

Then begin regular academic sessions.

Upon receipt of a baccalaureate degree, NESEP graduates are ordered to officer candidate school—the final step before donning gold braid.

Full details of the program are contained in BuPers Inst. 1510.69I, including sample application letters. See your personnelman for what may be your chance of a lifetime.

Handy with the Needle

Hand-sewn signol flags are about as cammon in the Navy taday os whaleboat races. As a praminent TV camedian would say, "Yau can't hardly get them kind na mare."

Except on USS *Kowishiwi* (AO 146).

Jahn Sevier, a signalman first class an this ailer, does a first class jab af sewing his own.

It used ta be an art. In the pre-World War II Navy many signalmen and quartermasters sewed their ships' signal flags. The idea of standard Navy issue catton flags ardered thraugh regular supply channels wauld have sent many an SM reeling about the signal bridge in a rage.

However, the traditian has slowly died.

Sevier claims his hand-made nylan flags are actually cheaper than Navy issue catton anes, and they are superiar in wear and use.

But Sevier's main interest is ta preserve the art. Using sewing skill he learned os o youngster, and a samewhat antiquated sewing machine, the lanky Tennesseean has inspired several juniar signalmen to take up sewing.

He hapes ta needle many mare inta it.

—J. M. McDonough, JO1, USN

Fame and Fortune Await The Photogenic Eye

The U. S. Naval Institute has extended an invitation to all photographers to submit entries for its Maritime Photo Contest.

The contest will remain open through 31 Dec 1965. At that time, the photographs will be judged and a prize of $100 will be awarded to each of 10 winners.

There are no qualifying conditions for photographers entering the contest. The photographs, however, must have been taken either in 1964 or 1965. Contestants may enter as many photos as they desire—either in black and white prints or color transparencies. The minimum size for prints is five by seven inches and the minimum transparency size is 35mm. The contestant's name and address should be printed or typed on a separate sheet of paper and attached to the back of each print or appear on the transparency mount.

Photographs which are not selected by the Naval Institute will be returned after the judging.

Entries may be mailed to the Photo Contest Editor, U. S. Naval Institute, Annapolis, Md., 21402.

Here's How You Can Make Those Travel Posters Come to Life

IT WOULD BE pretty nice if, when your transfer time came about, you could choose the route you wanted to take. For some time you may have wanted to see Europe, but you could never get enough leave or enough money for such a trip.

For example, let's say you are stationed in the Philippines, and you have just received orders for a tour of shore duty in Norfolk, Va.

This may be your chance to take your dream trip, and the Navy will pay for part of it.

Public law provides that when you, as a member of a uniformed service, are ordered to make a permanent change of station, you are entitled to transportation in kind for you and your dependents over the shortest usually traveled route (referred to as the direct route).

For instance, if you were stationed in the Philippines, your direct route to Norfolk would be from the Philippines to the West Coast, for a total cost to the government of $182. From the West Coast, you would be provided with transportation (or a mileage allowance) to Norfolk.

But you could request "circuitous travel"—any route other than the established direct route—as long as the transportation provided you at government expense does not exceed the cost of the direct route which normally would have been provided. And let's say you want to go to Europe.

On the circuitous route, you would travel at government expense from the Philippines to New Delhi, India ($76), and also from either Madrid, Spain, or Mildenhall, England, to the East Coast port of entry ($106). Therefore, your total cost of transportation at government expense comes to $182, the maximum to which you are entitled.

This means that you would be required to obtain transportation from New Delhi to either Madrid or Mildenhall on your own initiative—either by commercial transportation or space available.

Had you taken the direct route, you would have had transportation (or received a mileage allowance) from the West Coast to Norfolk. But this money, which you can use only while traveling in the continental United States, cannot be used for overseas travel. Therefore, if you do choose the circuitous route, be sure you have the funds in case you should have to travel via commercial transportation.

In most cases concerning circuitous travel, you will be entitled to some space required travel either by Military Air Transport Service (MATS) or Military Sea Transportation Service (MSTS). This is required by law. In other words, you cannot substitute space available for space required, since this would deprive MATS (or MSTS) of the revenue due them.

(For those who may not know, "space required" and "space available" are terms describing two different methods of traveling by MATS or MSTS.)

Under *space required*, you travel under orders at government expense, and the Navy pays the carrier, either MATS or MSTS.)

(On the other hand, *space available* travel in MSTS or MATS is nonrevenue traffic as far as they are concerned. This is space unassigned after all space required assignments have been made and which would otherwise be unused.)

However, this can work to your advantage. You don't have to pay for such transportation, and it is waiting for you—all you have to do is be there.

When contemplated on a space required basis, though, circuitous travel will impose an additional requirement. MATS or MSTS allocate space on all flights (or sailings) depending upon requirements. These requirements are based on the anticipated volume of travel over the normal, or direct, route to your destination.

Therefore, arrangements must be made far enough in advance to permit the additional space to be obtained. And in order to do this, your command must make a reservation (in the case of this example) at either Madrid or Mildenhall at least 60 days in advance. Should you want circuitous travel, you would do well to start making preparations early.

But before you get carried away with making plans to see all the high points of Europe, check with your command to see whether or not you are eligible. Although such travel may be performed on any set of permanent change of station orders, there may be some local regulations in force that, for some reason, would prohibit such a trip.

Except where authority to grant permission to travel in a foreign country has been delegated to the local command, you must also obtain permission from the Chief of Naval Personnel to take leave outside the United States. There are some areas outside the continental limits in which travel may be performed without permission. A list of exceptions is contained in *BuPers Manual*, Article C-11107.

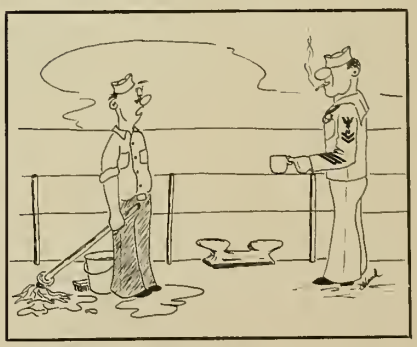
Also keep in mind that you will suffer should you be provided transportation at government expense in excess of that to which you are entitled. Your pay is then checked, and you may end up owing the government a rather large sum of money which, at the time, you cannot very well afford.

Check with your personnel office, and if you still have doubts, check with the nearest Navy activity that is

All-Navy Cartoon Contest
W. R. Maul, CTCA, USN

"As a matter of fact we are the inspecting team . . . but how did you know?"

All-Navy Cartoon Contest
R. W. Cleland, YN3, USN



"Hey, Boat's, where's the poop deck? I'm tired!"

likely to know about personnel transportation or with the Bureau of Naval Personnel.

BuPers Inst. 4650.15, *BuPers Manual* and *Joint Travel Regulations* have the basic information.

List of New Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Dear Brigitte (2998) (C) (WS): Comedy; James Stewart, Brigitte Bardot.

Brainstorm (2999) (WS): Jeff Hunter, Anne Francis.

Taffy and the Jungle Hunter (3000) (C): Adventure Drama; Jacques Bergerac, Manual Padula.

I Saw What You Did (3001): Joan Crawford, John Ireland.

Big Heat (3002): Glenn Ford, Gloria Grahame (Re-issue).

Kiss of Fire (3003): Jack Palance, Barbara Rush (Re-issue).

Cheyenne Autumn (3004) (C) (WS): Adventure Drama; James Stewart, Richard Widmark.

Bus Riley's Back in Town (3005) (C): Drama; Ann Margret, Michael Parks.

Fluffy (3006) (C): Tony Randall, Shirley Jones.

Mirage (3007): Suspense Drama; Gregory Peck, Diane Baker.

Kiss of Death (3008): Victor Mature, Coleen Gray (Re-issue).

Jesse James (3009): Tyrone Power, Nancy Kelly (Re-issue).

Battle of Villa Fiorita (3010) (C) (WS): Drama; Maureen O'Hara, Rossano Brazzi.

Kimberley Jim (3011) (C) (WS): Drama; Jim Reeves, Madeleine Usher.

Masquerade (3012) (C): Comedy; Cliff Robertson, Marisa Mell.

Die, Die, My Darling (3013) (C): Melodrama; Tallulah Bankhead, Stefanie Powers.

Hell Below Zero (3014): Alan Ladd, Joan Tetzel (Re-issue).

Taza, Son of Cochise (3015): Rock Hudson, Barbara Rush (Re-issue).

Tickle Me (3016) (C) (WS): Musical; Elvis Presley, Julie Adams.

Marriage Italian Style (3017) (C): Drama; Sophia Loren, Marcello Mastroianni.

That Funny Feeling (3018) (C): Comedy; Sandra Dee, Bobby Darin.

Black Invaders (3019): Drama; Amedeo Nazzari, Danielle De Metz.

Tin Pan Alley (3020): Alice Faye, Betty Grable (Re-issue).

Chief Crazy Horse (3021): Victor Mature, Suzan Ball (Re-issue).

The Secret Seven (3022) (C) (WS): Adventure Drama; Tony Russel, Helga Line.

Town Tamer (3023) (C) (WS): Action Drama; Dana Andrews, Terry Moore.

Cat Ballou (3024) (C): Comedy Western; Jane Fonda, Lee Marvin.

War Gods of Babylon (3025): Howard Duff, Jackie Lane.

The Great McGinty (3026): Muriel Angelus, Brian Donlevy (Re-issue).

The Purple Mask (3027): Drama; Tony Curtis, Coleen Miller (Re-issue).

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 52—Discussed revised accounting procedures.

No. 53—Announced change in convening dates for captain and commander selection boards.

No. 54—Advised disbursing officers of date of availability of certain pay tables.

No. 55—Announced approval by the Secretary of the Navy, for the President of the report of the selection board that recommended Marine Corps officers for temporary promotion to the grade of lieutenant colonel.

No. 56—Established criteria for payment of flight deck hazardous duty pay.

No. 57—Provided for the payment of unused leave of personnel who die on active duty.

No. 58—Announced approval by the Secretary of the Navy, for the President, of the reports of the selection boards that recommended certain staff corps officers on active duty for promotion to the grade of captain.

No. 59—Announced approval by the Secretary of the Navy, for the President, of the report of selection boards which recommended line officers for temporary promotion to the grade of commander.

No. 60—The period from 27 September to 26 November designated as open season on waste by the Secretary of the Navy.

No. 61—Urged commanding officers to encourage those qualified and who have career potential to apply for the NESEP program.

No. 63—Announced approval by the Secretary of the Navy, for the President, of the reports of selection boards that recommended USN staff corps officers on active duty for promotion to the grades of captain and commander.

No. 62—Announced approval by the Secretary of the Navy, for the President, of the report of a selection board which recommended Nurse Corps officers for temporary promotion to the grade of commander.

No. 64—Required the suspension from issue and use of certain toxoids and vaccines.

Instructions

No. 1520.97—Discusses the undergraduate program and sets forth the procedures for application.

No. 1630.4—Directs that commanding officers make fullest use of available government messing and berthing facilities by personnel assigned to temporary shore patrol.

All-Navy Cartoon Contest
W. R. Maul, CTC, USN

"He's awfully convincing . . ."

A Whole Shipload of Films Awaits the Knowledgeable Navyman

A PICTURE IS WORTH a thousand words, and motion pictures can save many thousands of words of instruction for training purposes.

The Navy maintains vast libraries of training films, on almost every subject imaginable. These films can be beneficially worked into command training and leadership programs.

The index of Navy films could not of course be printed in its entirety since the list alone would take up a couple of issues of ALL HANDS. However, following are listed general categories of some representative films released since 1957, including the titles of certain films of general interest in some categories.

This list is only indicative of the type of films available, primarily as an aid in training and for division officers and leading chiefs. All sorts of special and technical titles are also available. Consult your nearest Navy film library for more details.

Film libraries have been established in each naval district, at various major air stations, at selected Marine Corps bases, and at overseas activities, to furnish all films required for internal use by the Navy and Marine Corps, afloat and ashore.

Navy aviation activities should apply to the nearest aviation film library. The remaining shore-based activities and all forces should apply to the appropriate naval district training aids section or overseas library. These libraries normally provide films from local stocks, and procure necessary replacements through established channels.

Additional ordering procedures are outlined in OpNav Inst. P3150.6C, *Manual of Naval Photography*, chapter 10.

Training films are provided to all Navy activities without charge to appropriated funds; therefore, Navy standard requisition forms are not used for requesting films.

All the following are unclassified.

A more comprehensive listing is contained in *NavPers 10000-A, U. S. Navy Films Catalog (July 1957)*, and *NavWeps 10-1-772, Cumulative Supplement to U. S. Navy Films Catalog.*

METEOROLOGY

Several titles are available for the trainee and technical specialists.

AMPHIBIOUS OPERATIONS (Also Includes UDT)

Several titles available, from history and development standpoint to more technical subjects.

CHEMICAL, BIOLOGICAL AND RADIOLOGICAL WARFARE

Decontaminating Procedures for Toxic Chemical Agents: MA-553BA2 (23 minutes, B&W, sound). Decontaminating agents, methods and procedures for decontaminating terrain, structures, vehicles and personal equipment.

ABC Warfare—Introduction: MN-79B4A2 (16 minutes, B&W, sound). Shelter, equipment and training which make up a disaster control program.

ABC Warfare Defense Ashore—Radiological Decontamination of Personnel and Equipment. MN-79B40 (11 minutes, B&W, sound). Proper procedures for decontaminating personnel and equipment after an atomic attack.

Recognition of Nuclear Explosions: MV-B62B (15 minutes, color, sound). Characteristics of each type of nuclear explosion.

The Mission Support During Radioactive Fallout—Disaster Control: MV-B651 (23 minutes, B&W, sound). How to prepare base defense plan.

Individual Protection Against Atomic Attack: MA-B741B (25 minutes, B&W, sound). Effects of atomic explosions, blast, heat and nuclear radiation are explained.

Fallout—When and How to Protect Yourself Against It: MG-B745 (15 minutes, color, sound). Illustrates cause and effects of radioactive fallout.

Nuclear Defense at Sea: MN-B96B (35 minutes, color, sound). Radiological defense and damage control measures taken before, during and after attacks.

Considerably more titles available in this category.

MANAGEMENT ENGINEERING (Computers and Data Systems)

Numerous films on automatic data processing.

AVIATION

Titles available in the following sub-categories: *Aerodynamics; Aircraft Electronics; Aircraft Engines and Accessories; Aircraft Familiarization and Operation; Aircraft Gunnery and Weapons Training; Aircraft Maintenance and Servicing; All-Weather Flight, Instruments, Landing Aids and Navigation: Carrier Operations and Installations; Flight Safety and Air-Sea Rescue;* and *Helicopter Operation and Maintenance.*

CAMOUFLAGE (MILITARY OPERATIONS)

Tactical, for specialists in this field.

COLD WEATHER OPERATIONS

Prevention of Cold Injuries: MA-BB51 (20 minutes, B&W, sound). Nature and symptoms of cold injuries in combat and how to prevent them.

Many other titles available, including films of Navy operations in polar regions.

COMBAT INFORMATION CONTROL CENTER

Technical, for trainees and personnel in this field.

COMMUNICATIONS

Several technical films.

SHIPS AND BOATS

Damage Control: MN-4920D2 (16 minutes, B&W, sound). Responsibility of all crew members to be thorough and cautious in the investigation of damage.

Damage Control—The High Capacity Foam System: MN-6931D (18 minutes, B&W, sound). Demonstrates what it is, how it is activated, operation of the system and how it is secured.

Damage Control—Material Condition of Readiness: MN-9537A (19 minutes, B&W, sound). Meaning is explained, along with damage control readiness.

Other titles available in *Ships and Boats, Damage Control* and *Reserve Fleet Activation and Preservation.*

ELECTRICAL POWER EQUIPMENT AND ELECTRONICS

Technical film on power equipment, electrical circuits, electronics, electricity and magnetism.

ENGINES

Titles available in the following sub-categories: *Diesel; Electrical;* (Including Automotive Vehicles); and Steam.

SAFETY AND ACCIDENTS

Damage Control—Shipboard Fire Protection and Fire Prevention: MN-6931E (16 minutes, B&W, sound). Proper methods and available equipment for shipboard fire prevention.

Damage Control—Shipboard Fire Fighting (Basic): MN-6931F (15 minutes, B&W, sound). Fire fighting techniques required in various potential shipboard fire situations.

Damage Control—Fire Fighting Aboard Aircraft Carriers: MN-6931G (13 minutes, B&W, sound). Techniques and equipment for fire prevention and fire fighting aboard carriers.

Fire Fighting—The Nature of Fire: MN-B330A (13 minutes, color, sound). How fire can be controlled by elimination of one of its essential elements.

Fire Prevention—Know Your Fire Hazards: MN-B330B (18 minutes, color, sound). Fire characteristics of certain materials.

Other titles available.

SECURITY AND DEFENSE

General and technical films are available.

HISTORY—MILITARY

History of the U.S. Navy—The Civil War—Parts I & II: FN-6943E/FN-6943F (each 19 minutes, color, saund).

Navy Decline, The New Navy and the War with Spain (1865-1898): FN-6943G (20 minutes, color, saund). Traces decline of the Navy following the Civil War, and the subsequent buildup.

Naval Aviation—The Weapon is Conceived: MN-8414-A (30 minutes, B&W, sound). Naval aviation from its development to World War I.

Naval Aviation—The Weapon is Tested: MN-8414B (28 minutes, B&W, sound). Development and growth during World War I.

Naval Aviation—The Weapon is Developed: MN-8414C (30 minutes, B&W, sound). Covers development of naval aviation during the period from 1918 to 1930.

HISTORY AND CURRENT EVENTS

Communism: MA-6962E (25 minutes, B&W, sound). Covers communist history starting with Marx, and shows revolution in Russia. Explains front organizations in U.S. to achieve communistic objectives.

My Country 'Tis of Thee: MC-6962N (21 minutes, color, saund). Presents a panorama of American history showing many scenes of outstanding political, military and industrial interest, from the landing of the Pilgrims to and including the Cold War with Russia.

The Communist Weapons of Allure: MA-69628W (36 minutes, B&W, saund). Methods used by communists to gain converts.

Communist Blueprint for Conquest: MA-69628X (33 minutes, B&W, sound). Methods and techniques used by the communists to seize power in a country.

Your Congressman at Work: MA-6962CA (20 minutes, color, sound). A typical day in the life of a member of Congress.

A Motion Picture History of the Korean War: MD-6962CG (58 minutes, B&W, sound). Documentary on the Korean War showing the fighting and problems encountered by American and United Nations Forces during the major phases of the battle.

Why NATO?: MD-6962CK (27 minutes, B&W, sound). Purpose and development of NATO.

The Code—The U.S. Fighting Man's Code of Conduct: MD-6962CM (29 minutes, B&W, sound). Conditions involving surrender; action to take if captured; conduct as a prisoner of war; resisting enemy interrogation; and the responsibilities of the American fighting man and his dedication to the principles which made and have kept his country free.

The Challenge of Ideas: MD-6962CU (30 minutes, B&W, sound). An appraisal of the great contest of our times between the Democratic and communist way of life.

The Significant Years: MD-6962CY (25 minutes, B&W, sound). Highlights the depression; the rise of fascism; the expansion policy of Japan, Italy and Germany; World War II; peacetime reconversion; postwar political and economic climate; tensions between world powers and lesser nations; nuclear developments; and space research.

The Anatomy of Aggression: MD-6962DE (27 minutes, B&W, saund). Appraises the pattern of communist aggression in both the Eastern and Western hemispheres since World War II.

Communist Target—Youth: MD-6962DM (34 minutes, B&W, sound). Explains the techniques and methods used by the communists to gain and wield control over the young people of the world.

Road to the Wall: MD-6962DP (33 minutes, B&W, sound). Report on the phenomena of communism in modern times.

The Third Challenge—Unconventional Warfare: MD-6962DT (45 minutes, B&W, sound). Deals with the communist technique of unconventional warfare.

Counterinsurgency: MA-9832 (21 minutes, B&W, sound). The nature, causes and history of insurgency since 1943 are reviewed. The positive nature, scope and military-civilian teamwork of the U.S. counterinsurgency program in foreign countries are described.

The Village That Refuses to Die: MC-9833 (54 minutes, B&W, sound). This is a documentary on the work of Father Nguyen Lac Hoa at Binh Hung, South Vietnam.

SEA POWER

Sea Power—The Navy in the Missile Age: MN-8526 (30 minutes, color, sound). The necessity of protecting the world's shipping lanes is brought out with brief allusions to the historical significance of maritime commerce.

Sea Power—Attack in Asia: MN-8527 (18 minutes, color, sound). This hypothetical war situation in the Bay of Bengal shows the mobility of the Seventh Fleet in reaching the trouble spot, and its ability to fight with a broad spectrum of weapons.

Sea Power—The Sixth Fleet, Force for Peace: MN-8529 (56 minutes, color, saund). A story of the Sixth Fleet in action patrolling the Mediterranean frontiers of freedom.

Launch All Aircraft: MN-8530 (15 minutes, color, saund). Depicts hypothetical war situation in the Mediterranean area.

Rig for Ultra Quiet: MN-8531 (17 minutes, color, sound). A hypothetical war situation depicts the versatility of the modern submarine.

Challenge from Below: MN-8532 (17 minutes, color, sound). A nonnuclear hypothetical war shows the tremendous import of the red submarine menace.

Amphibious Assault: MN-8533 (14 minutes, color, sound). A presentation of the roles and missions of both mineloying and mine countermeasures, and their strategic significance.

Seabees in Action: MN-8535 (14 minutes, color, sound). Shows the fighting Seabees in support of an amphibious operation in a hypothetical conflict.

Mobile Support: MN-8536 (16 minutes, color, sound). The importance of replenishing naval forces at sea through advanced bases and the underway replenishment system is emphasized.

The Lifelines of Freedom: MN-8537 (28 minutes, color, sound). Describes how the U.S. Navy today has more jobs to do, of greater variety, in more scattered areas, of more immediate impact on world affairs, and involving more nations, than ever before in history.

The Lifeblood of Sea Power: MN-8538 (15 minutes, color, sound). Story of the Supply Corps, the organization and methods of operation of the Corps.

Man and the FBM: MN-9400B (28 minutes, color, sound). Story of the Fleet ballistic missile submarine and the recruitment and training of the men who operate it.

Other films also available.

INSPECTION OF MATERIAL

Selected films on wood and plastic preservation.

TRAINING

Teaching by Guided Discussion: MV-8855 (21 minutes, B&W, sound). Demonstrates the technique of teaching by the guided discussion method.

Effective Briefing: MV-9564 (24 minutes, color, sound). Demonstrates and teaches how to plan, organize, prepare, rehearse and deliver staff and command briefings.

SECURITY

Security—Your Personal Responsibility: MN-8242 (16 minutes, B&W, sound). Situations where security leaks can occur, both in civilian situations and aboard ship.

The Daily Enemy: MA-9545B (14 minutes, color, sound). Shows how loyal, conscientious personnel working on classified defense contracts jeopardize security by playing into the hands of carelessness.

Considerably more titles available in this category.

INDUSTRIAL EQUIPMENT AND TOOLS

Titles cover welding, soldering, fabrication and tempering of steel, etc.

CARTOGRAPHY

Titles cover map reading, beach intelligence and topographic surveying.

MEDICINE AND SURGERY

Some general interest films, including the following:

First Aid for the Injured—Introduction: MN-8180 (17 minutes, color, sound). How basic first aid procedures fit into the Navy system of examination and treatment of the injured.

First Aid for Asphyxia: MN-8181 (22 minutes, color, sound). Describes what asphyxia is and lists the conditions that can cause it and how to treat it.

First Aid for Bleeding: MN-8182 (20 minutes, color, sound). Shows how to recognize the three types of bleeding and how to treat each.

First Aid for Burns: MN-8185 (21 minutes, color, sound). Shows how to relieve pain, prevent or treat shock and prevent infection on burn victims.

Many other titles available in the sub-categories of *Aviation Medicine; Communicable Diseases; Dentistry and Dental Health; First Aid;*

General Health, Hygiene and Sanitation; General Medicine; Hospital Corps Training; Mental Health and Rehabilitation: and Surgery.

MEDICARE

Medicare: MD-6962CF2 (23 minutes, B&W, sound). Medical care program established for dependents of servicemen.

MILITARY COURTESY, CUSTOMS

Minding Your Own Business: MN-5321H (18 minutes, B&W, sound). Shows how an enlisted man can become an asset to himself as well as to the Navy if he will learn to get along with his shipmates.

Good Manners in Uniform: MN-7898A (14 minutes, B&W, sound). Compares military courtesy to civilian courtesy and shows the correct military courtesy to exchange in many everyday situations.

Shipboard Organization: MN-8422 (16 minutes, B&W, sound). Shows the administrative, watch, battle organizations and ship's bills on an aircraft carrier.

Effective Naval Leadership—The Challenge of General Order 21: MN-8829 (25 minutes, color, sound). Introduces the need for new emphasis on naval leadership and provides guidelines for action programs.

LEADERSHIP

Five Steps to Effective Naval Leadership: FN-8829K (15 minutes, color, sound). Provides a dramatic visual portrayal of principles of leadership occurring in naval situations.

Leadership in Combat Series: MA-9855 (A through O). Each film of the series presents a problem leading to a discussion by the viewers. Solutions to the problems and identification of leadership principles involved will develop from the discussions.

Other leadership films are also available in this category.

MILITARY OPERATIONS

Resist: MA-8962 (29 minutes, B&W, sound). Based on actual experiences of a prisoner of war in Korea. This fim is designed to teach military personnel the methods used by the enemy to indoctrinate POWs, and the ways in which captured men can resist communist collaboration.

MILITARY POLICE AND GUARD DUTY

Several titles available, and all are suitable for permanent shore patrol assignees.

NAVIGATION AND GUIDANCE

Films on gyro compasses and rules of the road for land/sea/air.

OPTICAL EQUIPMENT

Technical.

GUNS/GUIDED MISSILES/ROCKETS

Numerous films in the following sub-categories: *Ammunition; Explosives; Fuses and Mines; Bombs and Bomb Equipment; Fire Control; Guided Missiles and Rockets and Target Drones; Gunnery and Marksmanship; Side Arms to 20mm; 20mm to 3"/50 cal.; 3"/50 cal. and Larger;* and *Torpedoes.*

PHOTOGRAPHY

Films on shooting and darkroom procedures.

RADAR

Many technical films.

RECOGNITION

Many films on recognition of U. S., British and Russian planes and watercraft.

NAVAL HISTORY (see also under other categories)

Sub Killers: MC-9614 (28 minutes, B&W, sound). The story of the Atlantic Fleet's antisubmarine operations, from Task Group Alfa.

Story of Naval Aviation: MN-9633 (28 minutes, B&W, sound). Covers the development of naval aviation from 1911 to 1961.

The One That Got Away: MA-9661H (30 minutes, B&W, sound). Stresses the idea that officers and NCOs set the example as leaders, and that their skill in human relations is very important in encouraging reenlistment.

Cold War Call-up: MN-9783 (28 minutes, B&W, sound). A documentary on the Selected Naval Reserve.

Many other titles available in this category.

RELIGION

Many titles dealing with the church and human relations.

RESEARCH AND DEVELOPMENT

Hydrofoil Craft—Principles and Representative Experimental Craft: MN-8391 (9 minutes, color, sound). Shows the principles of hydrofoil and details of the Navy's research and development program.

Behind the Hardware: MN-8693 (29 minutes, color, sound). (For official use only). Shows how the Naval Ordnance Laboratory at White Oak, Md., carries out its mission of research, development and testing of ordnance materials.

Many other titles available in this category, mostly of a technical nature.

SAFETY AND ACCIDENTS

Safety on the Job at Sea: MN-8639 (16 minutes, B&W, sound). Shows organization for shipboard safety, how shipboard accidents can occur, accident prevention afloat, and emphasizes the importance of crew safety consciousness.

Death on the Highway: MC-9463 (18 minutes, color, sound). Dramatically presents actual automobile accidents that have just happened, and points out that they are the result of poor driving habits and inattention to road conditions. It emphasizes defensive driving and safety.

Nightmare for the Bold: (MV-9643 (53 minutes, B&W, sound). The story of a man who must learn to live with a lifetime of regret as the result of an auto accident. Because of his one careless moment behind the wheel of an auto, a life is snuffed out and two are maimed for life.

Other films available in this category.

DECK SEAMANSHIP (Ships and Boats)

Lifeboats: The CO2 Inflatable, Mark 3—Inspection and Repair: MN-9291B (29 minutes, B&W, sound). Shows ship's personnel in the inspection and repair of the Mk. 3 boat. (Several films are available in this area).

SONAR

Technical.

SUBMARINES—PRINCIPLES AND TRAINING

Numerous general and technical films.

MANAGEMENT ENGINEERING

Covers the subject of office management and human relations in a number of films.

LOGISTICS AND SUPPLY

Many films available in the following sub-categories: *Disbursing, Mail and Records; Clothing and Equipment;* Commissary and *Food Preparation;* and *Logistics and Storage.*

SURVIVAL

Jungle Survival: MV-8826 (36 minutes, color, sound). Shows various types of jungles and how four airmen find their way to safety and ultimate rescue.

Survival in the North Temperate Regions—Living off the Land: FN-9202A (14 minutes, color, sound). Explains how to survive under emergency conditions in the north temperate regions. Shows many little-known sources of food.

Deep Sea Survival: MV-9407 (27 minutes, color, sound). Factual stories of courage portray the violent conditions to be faced in survival at sea.

Edible Plants of Field and Forest: MC-9781 (20 minutes, color, sound). Describes the various edible and poisonous plants found in north temperate regions.

Survival Stresses: MV-9794A (30 minutes, color, sound). Discusses major physiological and psychological stresses that may be encountered by persons facing a survival situation in the Arctic and Antarctic, in the desert, in the tropics and on water.

Other titles available in this category.

HISTORY/DOCUMENTATION

Recaps past battles, gives general tactical observations and practices, and covers a wide range of other topics.

THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• INVOLUNTARY EXTENSIONS—In a recent message to the Fleet, the Chief of Naval Operations described Navymen's reactions to the involuntary extension measure as "most commendable."

Elaborating on the Navy's action requiring enlisted men to serve an additional four months beyond their normal separation date, and most officers an additional year, the CNO message explained that the Navy's most important need at present is for experienced men.

The number of men on active duty is being increased through the draft and through the increased voluntary enlistments. The demand for more experienced men on active duty can be met in two ways—by calling up Reserves or by retaining men already in service, who might otherwise be getting out.

Many years ago Congress recognized that the United States might be faced with a situation which is short of a declared war, yet one which required additional—and more specifically, well trained—personnel.

Consequently, a law passed in 1941 authorized the Secretary of the Navy to extend enlistments as required under such conditions as exist today. This law applied only to the naval service (Navy and Marines) and the Coast Guard. The other services are not covered by this law as they operate on tables of organization which are the same for peace and war.

It was felt in this instance that extensions of men on active duty would be the better course of action, since this process could be tailored to fit the specific need. In addition, the Naval Reserve would remain intact for a more serious emergency.

Thus, the involuntary extension measure is the best—if not the only—means by which the Navy may alleviate its critical shortage of skilled men in the face of mounting operational commitments.

What does the Navy gain by this extension?

It gains that all-important period during which several thousand draftees and volunteers may be trained to the point where they will be capable of replacing those men who would have normally been separated. That's all the Navy wants and needs.

This is not to suggest, of course, that a youngster fresh out of boot camp and "A" school will replace our trained petty officers. But it does mean that those senior men who will be separated in the future will provide for more promotion opportunities for seasoned personnel replaced by these recruits.

The plan is working. The Chief of Naval Operations expressed his belief that increased enlistments, plus resort to the draft, should enable the Navy to discontinue involuntary extensions by July 1966. This, of course, is barring any major adverse change in the international situation.

Until that time, the involuntary extension will have to fill the gap.

• UNUSED LEAVE PAYMENT—Effective 28 Aug 1965, lump sum payment for unused accrued leave will be made to survivors of military members who die on active duty.

Until that date, such payment was not authorized. But Congress passed Public Law 151 which adds the unused leave payment to survivors' benefits.

The payment will be computed in the same manner as when a member accepts cash payment for unused leave when reenlisting. Payment will be based on the number of days of unused accrued leave brought forward at the beginning of the leave year, plus any unused earned leave for the current leave year, computed to the date of death.

Payment will not be made for more than 60 days, as the law is written.

Because of the new law, disbursing officers are now required to forward a completed NavCompt Form 512 to the Navy Finance Center, Cleveland, Ohio, together with the unclosed pay record of the deceased member. The number of days of unused leave should be recorded on NavCompt Form 512.

SecNav Notice 7220 of 14 September made the annoucement.

• SUBSISTENCE IN NROTC—Officers, who, this year, were commissioned through the Naval Reserve Officers Training Corps (NROTC) may have some money coming to them. The Internal Revenue Service has ruled that, from now on, subsistence allowances received by all NROTC students are not taxable.

This means that, if you were commissioned from the 1965 NROTC program, you can claim a refund for any tax which was withheld on your subsistence payments.

PASS IT ON—No matter where you are, remember there are nine other Navymen waiting for ALL HANDS Magazine.

Battle of VELLA GULF

GUADALCANAL and Munda had fallen. Now it was time to push the enemy harder; to push on, through the Solomons and New Guinea, to Rabaul, bastion of Japanese forces in the South Pacific.

There were reasons for the air of cautious optimism. Other advances were taking place in Pacific allied headquarters. During the preceding 18 months, some U. S. Navy commanders were evolving naval tactics which would, they were sure, equal or surpass the effectiveness of the enemy. They were eager to try out these ideas, eager to go on the offensive. Commanders Frederick Moosbrugger and Arleigh Burke, encouraged by RADM Stanton Merrill, were confident that their destroyers, properly employed, could become much more effective weapons than they had been in the past.

Up to that time, destroyers had been used primarily as convoy protection, for shore bombardment, and as guards for the more valuable cruisers, battleships and aircraft carriers. Moosbrugger and Burke wanted to use their destroyer forces on independent duty, get in close to the enemy, release their torpedoes, and get out.

Merrill concurred. Between them, they had worked out offensive tactics on paper, then drilled their squadrons over and over again until they were able to perform complicated maneuvers in total darkness at more then 30 knots with a minimum of chit-chat.

The newly developed radar had made the big difference. It was now generally available to the Fleet and the Navy was learning to use it to advantage. By 1943 most U. S. combat vessels carried it and, in combination with radio, TBS, information from lookouts and aircraft in a special room known as Combat Information Center, radar gave the commanding officer of each ship an invaluable picture of the over-all situation. Theoretically, it now made little difference whether ships operated in daylight or darkness. This was one technological advantage not enjoyed by the enemy.

VELLA GULF was to be the laboratory in which these new developments were tested.

With the loss of Guadalcanal, the Japanese were faced with the delicate task of withdrawing from their relatively minor outposts with a minimum of loss and, at the same time, building up those strongposts which they felt could best be defended. It was the job of the Allies to cut these lines of communication, intercept the destroyers and landing barges which were evacuating the troops of the lesser posts, and neutralize those strongholds which remained.

Thus, when the Japanese realized that Guadalcanal must fall, they delayed evacuation until they could complete and fortify the airbase at Munda. The campaign against Munda gave them time to strengthen Bougainville. To properly reinforce Bougainville, it was necessary for the Japanese to evacuate Kolombangara and Vella Lavella.

In July 1943, two night battles—Kula Gulf and Kolombangara—were fought with these objectives in mind. Following established doctrine, results for the Americans were disappointing. Although they had proven themselves masters of the area during the day, they were never sure of control by night. At Kula Gulf,

USS *Helena* (CL 50) was lost; at Kolombangara, the cruisers *Honolulu* (CL 48) and *St. Louis* (CL 49) and the destroyer *Gwin* (DD 433) were casualties.

Now, in the early part of August, the men of the destroyer-and-torpedo school of thought were to have their opportunity.

As described here, the story is told exclusively through the action reports, made available through the courtesy of the Division of Naval History, slightly condensed and revised for easier reading. The first portion, submitted by Commander Task Force 31, gives the general picture as it existed before the action. Subsequent portions are based upon on-the-scene reports.

THIS REPORT describes a highly successful operation in which a force of six U. S. destroyers sank an enemy force of four vessels, of which three are known to have been destroyers and the fourth is believed to have been a cruiser.*

Destruction of these vessels, carrying a substantial number of troops was accomplished without loss of or damage to any U. S. ship and without the loss or wounding of a man.

From reports of vessels in the Rabaul area, it appeared that a Tokyo Express might run on the night of August 6th, presumably to reinforce the Kolombangara garrison with men and supplies. There were eight U. S. destroyers available in the Guadalcanal area. Of these, two were assigned to escort duty, but the remaining six were free to intercept the suspected enemy.

It was assumed that the enemy force would arrive at Vila at approximately midnight. His recent experience in the Kula Gulf might well lead him to avoid that approach and it appeared probable that he would take the more direct route through Vella Gulf and Blackett Strait. On either course, however, he could be intercepted by vessels placed to the northwestward of Kolombangara.

The usual route for our intercepting forces had been up the slot between New Georgia and Santa Isabel because of the shorter distance and the usually brief notice afforded of enemy approach. On this route, however, our forces had usually been detected by planes and possibly by Japanese coastwatchers or radar equipment.

In the present instance, our destroyers were sent to the southward of the New Georgia group and through Gizo Strait to arrive in Vella Gulf by 2330, in time to intercept the enemy force if inferences of his movements were correct.

This represents the first independent destroyer action in the South Pacific area. Because of the demand for escort duty for convoys to the forward areas and of the necessity of screening aircraft carriers, battleships and other task force dispositions, there had been little opportunity for destroyers to operate in formation, trained in squadron and division attacks.

Again, when night actions by cruiser task forces have been in prospect or have occurred, the usual formation has been a miniature fleet disposition, with destroyers ahead and astern as screens for the cruisers.

This formation, while protecting the cruisers from submarine attack, prevented independent and planned use by the destroyers of their major weapon, the torpedo, except as a weapon of opportunity. The successful use of the torpedo in this engagement supplied a renewed emphasis on the value of destroyers as torpedo carriers, a value which has been somewhat neglected in recent years, with the attention concentrated on gun power.

In night action where surprise, aided by our superior radar, may be hoped for with some confidence, it would appear preferable to mass the destroyers as an attack unit ahead of the formation, with the cruisers in supporting distance.

By such tactics an undiscovered torpedo attack, as in this instance, may be achieved with equally damaging results before gunfire has warned the enemy of our presence.

COMBAT READINESS is shown as Navymen load shells.

Here's the story of the engagement as seen by the men of USS *Craven (DD 382). The commanding officer of Craven, CDR Francis T. Williamson, speaks first.*

DETAILED INFORMATION concerning enemy forces was not available. Previous experience of our PT boats had been that enemy barge movements were taking place in the southern part of Vella Gulf to coves along the southern coast of Kolombangara. In addition, an enemy heavy cruiser was reported to be in position to reach Vella Gulf by midnight.

The plan of the Task Group Commander, CDR Moosbrugger, was to approach from the south of Rendova Island, enter Vella Gulf at about 2200 and conduct sweeps along both shores of Vella Gulf until 0200, retiring down the slot.

TORPEDOES AWAY—*Dunlap* fires torpedoes in battle.

*** After the war it was learned that the Japanese farce had consisted of four destroyers. (No cruiser). Three af the DDs were destrayed. One escaped.—Ed.**

EXPLOSIONS light night sky as enemy suffers damage.

The force was organized into two divisions: A-1 consisting of uss *Dunlap* (DD 384), *Craven*, and *Maury* (DD 401); A-2 consisted of *Lang* (DD 399), *Stack* (DD 406) and *Sterett* (DD 407). In case of enemy contact on destroyers or larger, it was planned that Division A-1 would attack with torpedoes with Division A-2 creating a diversion by gunfire support. All ships were at general quarters.

At about 2330, *Dunlap* reported a radar contact at about 6000 yards. The contact persisted, and *Dunlap* believed it reliable but, as it could not be verified by any other ship, it was decided to regard it as a phantom contact.

A few minutes later, *Dunlap* again reported another radar contact on three ships at a distance of 19,000 yards. *Craven* also reported a similar contact at the same time. At 15,000 yards, the PPI scope showed that the contact consisted of four ships in column.

THE TASK GROUP COMMANDER ordered Division A-1 to prepare to fire torpedoes. Radar Plot continued tracking; bearing designator on gun and torpedo directors had been cut in from the moment of contact.

The range was closing rapidly, but the enemy did not open fire, maneuver radically, or give any other indication that he knew of our presence.

At 2342, with the range at 4300 yards, the task group commander ordered Division A-1 to fire a full salvo of torpedoes, broadside fire to port. We immediately fired eight torpedoes, full radar control individual target plan, using the second ship in column as point of aim. Our division then changed course 90° to starboard. Division A-2 meanwhile was taking station to the south and west to support with gunfire.

At 2346 four torpedo hits were observed in rapid succession from left to right. Each hit produced a red ball of flame followed shortly thereafter by violent internal explosions. Two ships were literally blown to pieces and a third, the heavy cruiser (see page 57), suffered successive violent explosions and soon became a mass of flames.

At this time, Division A-2 opened fire with their five-inch batteries. Only two pips remained on the PPI scope. One was the burning cruiser and the other was apparently a destroyer about 7000 yards to the south of the cruiser, still moving. A-1 Division was ordered to commence firing with its five-inch battery and we opened up on the target at about 8000 yards. This target also appeared to be under fire from Division A-2. After eight salvos we lost contact and our fire was checked. At this time, *Stack* reported seeing the destroyer sink.

Our division then changed course and stood toward the burning cruiser. We commenced firing with our five-inch battery but ceased fire after 10 salvos because I was uncertain as to the location of the other ships of our division.

At 0022 a destroyer was seen to sink near the stern of the burning cruiser. Within a few minutes, other ships of our force reported their radar screens clear. Both divisions adjusted their formations and commenced maneuvering to approach the blazing wreckage.

For about 25 minutes we circled the spot at about 1500 yards. The cruiser had sunk and there was much burning oil and wreckage in the water, with a mingled smell of burning fuel oil, diesel oil, and wood. The smell of burning wood and diesel oil was unusually strong. Survivors were seen in the water. The Task Group Commander prepared to pick up survivors but *Maury* reported engineering difficulties and it was decided to retire with Division A-1, leaving Division A-2 to pick up survivors.

At 0116, our division retired at 22 knots; remaining at GQ until 0815.

Such was the view from the bridge. Here's how a torpedoman, Carter Wells, TM3, USNR, *saw it:*

I HAD THE PHONES on and was awaiting action on Tube No. 1. The first word came from the bridge that there was a contact on our port bow.

The word was sent to prepare the port tubes, while the bridge talker gave information about the contact.

USS DUNLAP (DD 384) and *USS CRAVEN* (DD 382) of division A-1 attacked at night using their new radar systems.

He was uncertain as to just what it was, and I believe that he reported transports and quite a few ships in the convoy. Later, however, he said that they were fighting ships since they were traveling at 26 knots.

Meanwhile, during the readying of the mounts, the contacts were fast closing, until we came to about 5000 yards, which was our last report from the bridge.

The order for "Steady" was given and then the firing lights were lit. The torpedoes were then fired in the usual sequence, with every one shot out perfectly. The targets seemed to be visible with the naked eye, though I suspect that I thought I saw them.

After what seemed many minutes, but apparently were only three or four, I said to Houghton that it seemed to me that the shots were duds, since there was no explosion. Lewis, the director, seemed to feel the same, since he said he wished for a blast.

Just then a blast, about 5000 yards on our port quarter was visible and audible. It was quickly followed by a series of blasts louder and more visible. The first blast results lasted only a short time, whereas the second series led to other explosions, accompanied by huge billows of flame and much debris shooting toward the sky.

I only remember three definite explosions from torpedoes. The other blasts came from the shelling operations of our and the accompanying ships. I remember with what remarkable accuracy the bombing took place.

Because of our shifting course and we stayed on our tube, we could not watch the blasting and explosions of the ships. I do remember seeing at one time, the distinct silhouette of a smaller ship near the large fires, and about two minutes later that silhouette had disappeared.

As we approached the burning mass, we all remarked about the peculiar odor of the smoke. It seemed mostly that of kerosene.

Within about 10 or 15 minutes (at such a time, time or distances seem hard to estimate accurately) we were told to prepare for another run, for another ship which we missed. After some time searching, we left this last one to the other task force and departed.

This is the way Lyle Wesley Mowery, CTM, USN *saw it:*

Shortly before midnight of August 6, I was notified by the men on the torpedo tube that we had contacted four enemy ships on the radar, range 19,000 yards. Immediately after contact was picked up, the port battery was told to match up pointers by talker at torpedo director. Primers were already inserted. I stood by at the breach end of tube four.

In just a few minutes, word came down that the ships

NIGHT FIRING was effective with development of radar.

were 9000 yards away and making 26 knots. Then, very soon, word came down to stand by to fire. Torpedomen on tubes turned on their ready lights. The talker on tube four relayed all the word that came down from director, on to me.

We fired eight torpedoes, four salvos on port battery. They sure went out nice.

As soon as the eighth torpedo cleared the barrel, I received word to stand by to fire curved fire astern on starboard battery, but we didn't fire that side. Our three ships withdrew at good speed.

In a few minutes, I saw an explosion of fire dead astern, and about a second later two more explosions, one right after the other, just a little to the right of the first one. When the second and third explosion went, I could see the bow of a ship to the left of them; it looked like a destroyer.

One of the ships kept burning and exploding for quite a while. It looked like a very big ship. All our destroyers fired a few rounds of ammunition—were making some good hits.

They fired a few rounds back, but weren't hitting anybody. After the big enemy ship sunk, there was still fire on the water which looked like oil burning. We went up close to it, and I could smell oil plainly.

Here's the way it went for Lang, *as reported by its commanding officer, CDR John L. Wilfong,* USN:

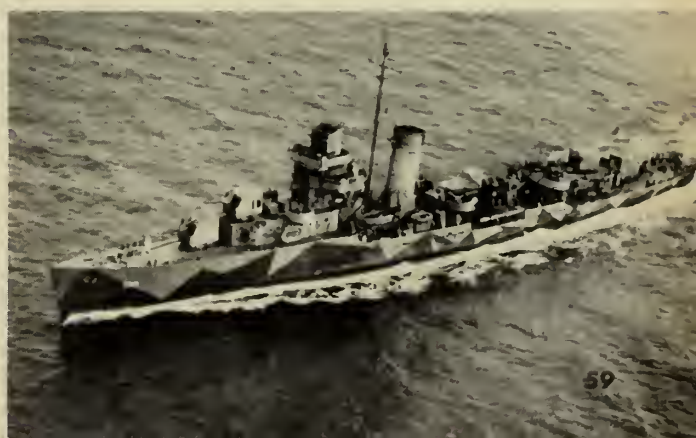
2346 *Lang* commenced firing.

2348 Having noted some gun flashes to the left of present target, checked fire and directed control to search to the left for a new target.

2349 Director on target by FD radar. Commenced firing.

2350 About third salvo, yellow fire broke out amidships and spread rapidly. Target seen to be a destroyer

DESTROYERS *USS Maury* (DD 401) (left) and *USS Lang* (DD 399) worked together when attacking enemy at Vella Gulf.



SILHOUETTED BY FIRE, Navymen man battle stations.

which returned an ineffective fire, apparently from two twin mounts. *Stack* and *Sterett* took up fire. Explosions noted in the largest burning target to the right.

2353 Destroyer rolled over and sank, ceased firing.

2353½ Conn directed control to search to the right of the burning cruiser where a few flashes had been seen.

2355 Control on target by FD radar. Commenced firing.

2356 Began swinging left to 090° and checked fire.

2358 Resumed fire, target appeared to be a destroyer which was also under fire from Division 1-A. Bridge structure of target reported shot away.

0000 Contact on above target lost, pips disappeared from radar. Ceased firing, bridge observers reported ship pounded to pieces and sank. Commanding officer was investigating steering difficulty reported by helmsman and did not see this ship go down.

0001 Commenced firing at burning cruiser.

0004 Began swinging right to 230°; checked fire.

0014 Steadied on course 050°, commenced firing at burning cruiser.

0017 An astounding sight appeared. An apparently undamaged destroyer moved slowly into silhouette in front of the burning cruiser. It was probably backing away from the cruiser but our speed gave it an apparent motion in parallax which seemed to make it move slowly ahead. It was on an apparently even keel, no fires on it are recalled, and was not firing in our direction if at all.

Lang shifted fire to it as did *Sterett* and *Stack*. Its tripod mast structure was soon knocked forward at an angle of 30 degrees. Fires were breaking out on board it. *Lang* was preparing and requesting permission to fire torpedoes at it when a salvo of shells from *Sterett* hit just aft of amidships.

0022 There was a violent explosion aft, the bow pointed up at an angle of 60 degrees, ship sank stern first in a matter of seconds. Fire was then shifted back to the cruiser.

0022 Fired two torpedoes at cruiser, one aimed at foremast and the other at mainmast. One violent explosion was seen at proper time.

0027 Cruiser looked like a bed of red hot coals thrown a thousand feet in the air. This was followed by three or four similar explosions, probably from other torpedoes fired by the division, after which the cruiser seemed to break up and sink. A raging fire remained on the surface for some time, but the last pip disappeared from the radar at 0028.

Comments: Three destroyers and one cruiser sunk. I once was certain that I had seen two flaming ships in the area of fire to the left of the burning cruiser. These ships looked completely red hot and appeared to be one stack destroyers. They were in an area of oil fires surrounding all three.

Enemy gunnery was entirely ineffective. A few splashes were seen to fall over and astern of *Stack*. They seemed to be supplied with a flashless powder which gave a very small flash.

The personnel casualties must have reached a very high percentage of those involved, as no one could remain in the raging infernos which consumed all the ships before they sank.

When *Lang* first steamed through the survivor area the sea was literally covered with men. They were every few yards as far as I could sweep the surface with my binoculars; it took about four minutes to cross this area.

When I first heard a strange sound I thought the crew had gathered to jeer at the last remaining flames and smoke of the enemy force, and ordered over the phone circuits and by megaphone for the crew to pipe down and get back to their stations.

However, it was evident that *Lang's* crew was not making the noise but that it was coming from the men in the water. In general it was a word that sounded like "Kow-we, Kow-we," chanted in unison so that considerable volume resulted. It was a wierd unearthly sound, punctuated at times by shrieks of terror.

Efforts to pick them up were unsuccessful, as on one occasion when they heard English, someone in the water blew a whistle and the chanting ceased and they all swam away from the ship.

DESTROYERS *USS Stack* (DD 406) and *USS Sterett* (DD 407) created a diversion with fire support against the enemy.

DECORATIONS & CITATIONS

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ ANDERSON, Lester E., Gunner's Mate 1st Class, USN; ★ BARTH, Robert A. Chief Quartermaster, USN; ★ MANNING, Sanders W., Senior Chief Hospital Corpsman, USN, as members of the Project Sealab I aquanaut team from 1 Apr to 6 Aug 1964. As volunteers in the Navy's first deep submergence test, the three men lived for 11 days 192 feet below the ocean's surface, proving that skilled naval personnel can live and work effectively in an ocean environment.

★ ARTHUR, WILLIAM A., Captain, USN, as a Bureau of Naval Personnel deputy to the Head, Special Navy Task Force for Surface Missile Systems, from September 1962 to November 1963, for his contributions in resolving complex problems in the manning of the new fleet of Surface Missile System ships and in their supporting shore establishment.

★ BADGER, RODNEY J., Captain, USN, for service between 5 Jan 1960 and 30 Jun 1965 as Assistant Director for Captain Detail, Director, Officer Distribution Division, and Assistant Chief of Naval Personnel for Performance, Bureau of Naval Personnel, for his contributions in the field of personnel policy.

★ BALL, Richard E., Captain, USN, for his contributions in establishing and commanding the U. S. Naval Ship Missile Systems Engineering Station, Port Hueneme, Calif., from February 1963 to July 1965. CAPT Ball assumed command of this vitally important activity and developed it into a highly effective operating unit.

★ BAUMBERGER, Walter H., Rear Admiral, USN, for his contributions as Director, Ships Material Readiness Division, Office of the Deputy Chief of Naval Operations (Logistics), from May 1963 to May 1965. RADM Baumberger directly supervised the development and implementation of the Standard Navy Maintenance and Material Management (3M) System.

★ BENBOW, WILLIAM E., Captain, USN, as Commanding Officer, U. S. Naval Guided Missiles School, Dam Neck, Virginia Beach Va., from December 1961 to April 1965, for his contributions in the training program supplying personnel to operate and maintain the *Polaris* weapons system.

★ BOOTH, Charles T., II, Vice Admiral, USN, as Deputy Chief of Naval Operations (Development) from October 1963 to March 1965, for his contributions while serving as principal assistant to the Secretary of the Navy and Chief of Naval Operations with responsibility for the Navy's research, development, test and evaluation program.

★ BULLARD, George C., Captain, USN, as a Navy member of the Chairman's Staff Group, Office of the Chairman of the Joint Chiefs of Staff, from 19 Dec 1962 to 16 Jul 1965, for his numerous contributions and services, including those of monitoring the Defense Atomic Support Agency and nuclear forces in general.

★ COLE, ALLYN, JR., Captain, USN, as Deputy Assistant Director for Communications Security, National Security Agency, for his contributions involving the defense of the United States and its Allied Nations against hostile intelligence efforts.

★ COTTEN, JOHN H., Captain, USN, as Chief, Special Studies Division, Policy Planning Staff, International Security Affairs Office, and as Deputy and senior officer in that division, for his contributions in political-military matters, ranging from handling of Berlin crises to technical studies on command and on the subject of control of international nuclear forces.

★ CRAIGHILL, Richard S., Rear Admiral, USN, for his contributions as Director, Politico-Military Policy Division, Office of the Chief of Naval Operations (Plans and Policy) from June 1963 to July 1964 and as Assistant CNO (Plans and Policy) until August 1965. He originated recommendations resulting in the successful negotiations for *Polaris* submarine bases at Holy Loch, Scotland, and Rota, Spain.

★ DIETZ, James S., Rear Admiral, SC, USN, as Commander, Defense General Supply Center, Richmond, Va., from 25 May 1964 to 31 Aug 1965 for his contributions including guidance and implementation of modifications to the supply system to meet both existing and possible emergency demands.

★ EDELSON, BURTON I., Commander, USN, as Aerospace Assistant to the Executive Secretary of the National Aeronautics and Space Council from June 1962 to July 1965, for his accomplishments in the field of communications and navigation and his contribution to a military communications satellite system.

★ FARRIN, JAMES M., JR., Rear Admiral, USN, as Commander Norfolk Naval Shipyard and Industrial Manager, Fifth Naval District, from June 1963 to June 1965, for his contributions toward an outstanding record of day-to-day Fleet support of 200 ships homeported in the area, and in the preparations for overhauling nuclear powered ships.

★ FISICHELLA, ROSARIO A., Captain, MC, USN, as Senior Medical Officer, Headquarters Support Activity Saigon, Republic of Vietnam, from February 1964 to February 1965, for his contributions during a crucial period of operations in improving hospital planning, administration and medical service.

★ FRECHETTE, Arthur R., Captain, DC, USN, as Head, Professional Branch and Deputy Chief of the Dental Division, Bureau of Medicine and Surgery, and as commanding officer of the U. S. Naval Dental School, from October 1956 to May 1965. Among his accomplishments were the development of courses to improve the performance of dental officers and the establishment of a realistic program of dental care for dependents.

★ GAGE, Norman D., Captain, USN, as Commanding Officer, U.S. Naval Submarine Base, New London, Groton, Conn., from 6 Oct 1961 to 25 Jun 1965, for his contributions to the support complex of the *Polaris* Weapons System.

★ GIMBER, STEPHEN H., Captain, USN, from 19 Aug 1963 to 30 Jun 1965, while serving in the Defense Intelligence Agency, for his contributions to mission accomplishment and a sustained flow of intelligence on critical and complex problem areas.

★ GOLDBERG, Herschel J., Rear Admiral, SC, USN, as Deputy Chief of the Bureau of Supplies and Accounts from December 1962 to April 1965, for his contributions to the development and implementation of Uniform Automated

Data Processing Systems which have improved the effectiveness of the Navy supply system.

★ HAMILTON, George, Commander, USN, as Naval Flight Officer/Officer/ Technical Training Officer on the Staff, Chief of Naval Air Training, from June 1963 to August 1965, for his contributions to the Naval Air Training Command and to the Naval Flight Officer program in particular.

★ HILLES, FREDERICK VANTYNE HOLBRO, Rear Admiral, USN, as Commander Military Sea Transportation Service, Pacific Area, from 14 Sep 1964 to 30 Jun 1965, for his contribution to the operational readiness of MSTS in the Pacific.

★ HINES, WELLINGTON T., Rear Admiral, USN, as Weapons Engineering Duty flag officer from October 1955 to June 1965, for his contributions to naval weapons superiority and his performance in aerospace fields.

★ IRVINE, Robert K., Captain, USN, as Technical Director of the Navy Surface Missile Systems Project from March 1963 to May 1965, for his contributions to the operational readiness of Surface-to-Air missile ships, and to the Surface Missile Systems Project.

★ KEEN, Timothy J., Commander, USN, as Special Technical Assistant to the head of the Special Navy Task Force for Surface Missile Systems, from September 1963 to August 1965, for his contributions to the solution of missile problems and to the *Terrier, Tartar* and *Talos* weapons systems, in order to bring about a satisfactory state of readiness in the shortest possible time.

★ LEBOURGEOIS, JULIEN J., Commander, USN, as Administrative Aide to the Deuty Chief of Naval Operations, Plans and Policy, from December 1962 to July 1965, for his contributions in matters of major importance in the security of the U. S.

★ MAYER, James L., Commander, USNR, as Commanding Officer, U. S. Naval Communications Station, Spain, from 21 Jun 1961 to 15 Jan 1965, for his contributions in the area of broadcast coverage, reliability of circuitry and security of ship-to-shore circuits.

★ MAZZONE, Walter F., Captain, MSC, USNR, as Medical Technical Officer for Project Sealab I from 1 Sep 1963 to 4 Aug 1964, for his contributions, included designing and operating breathing equipment used by the Sealab inhabitants and the supervision of physiological tests of great value in the field.

★ MILLS, William J., Jr., Commander, MC, USNR, for contributions in the field of cold weather medicine and surgery over a period of 10 years. He developed a surgical procedure in treating cold weather injuries that has been accepted by U. S. Armed Forces and NATO countries as a standard treatment.

★ MINTER, Charles S., Jr., Rear Admiral, USN, as Commandant of Midshipmen from 2 Jun 1961 to 11 Jan 1964 and as Superintendent, U. S. Naval Academy, from 11 Jan 1964 to 12 Jun 1965, for his accomplishments leading to major improvements in the USNA academic structure.

★ MOORE, Sam H., Captain, USN, as Director of Plans and Programs in the Navy Surface Missile Systems Project from April 1963 to March 1965, for his contributions to the surface-to-air missile ship fleet.

★ NELSON, WILLIAM T., Rear Admiral, USN, as Director, Ships Material Readiness Division, Office of the Deputy Chief of Naval Operations, Logistics, from April 1961 to May 1963, and as Chief, Military Assistance Advisory Group, Denmark, from August 1963 to June 1965, for his accomplishments in developing the concept of the Navy's Standard Maintenance and Material Management (3M) System, and for his contributions to the posture of Denmark's military forces.

★ RENFRO, Edward E., III, Commander, USN, from 6 Mar 1962 to 10 Jul 1965 while assigned to Headquarters, U. S. Southern Command, Quarry Heights, Canal Zone, for his contributions in supervising the implementation of a major portion of Military Assistance Programs (MAP) for 19 Latin American countries.

★ THOMPSON, Robert E., Lieutenant Commander, MC, USN, from 1 Apr to 4 Aug 1964 as Team Leader of the Project Sealab I aquanauts; under his direction, the project team collected unique information which will be the basis for future naval underwater technology.

★ WILDE, Louise K., Captain, USN (W), as Assistant to the Director of Waves from May 1946 to May 1952, and as Assistant Chief of Naval Personnel for Women from June 1953 to August 1957, for her accomplishments in the field of training and her contributions in legislative matters which enhanced the role and effectiveness of women in the Navy.

"For heroic conduct not involving actual conflict with an enemy . . ."

★ BROWN, PHILEMON D., Chief Electronics Technician, USN, for the rescue of five children from a burning home in Round Lake Beach, Ill., in May 1965. Hearing a cry for help from the house next door, Brown rushed to the scene and succeeded in pulling two children through a transom-type window to safety. Told that a baby was still in the house, he broke a window and entered, but was driven back outside by the dense smoke. Brown reentered from the other side of the house and worked his way into a bedroom, where he found three small children. He made two trips through the smoke-filled house to carry all the children to safety. His actions were

Six Medals Awarded Navy Pilot in Action over Vietnam

TWO DISTINGUISHED Flying Crosses, two Air Medals, a Navy Commendation Medal and a Purple Heart.

Lieutenant William E. Swanson, USNR, put in a heroic six months in the Far East. He earned these six medals for heroism while flying more than 20 combat missions against Viet Cong forces as a pilot of Attack Squadron 95 aboard the carrier USS *Ranger* (CVA 61).

Then, on 11 April, Swanson made his last flight. His plane was shot down.

About four months later, Vice President Hubert Humphrey honored the young pilot by presenting these six posthumous awards to his family.

The citations read, in part, as follows:

Distinguished Flying Cross

★ For heroism and extraordinary achievement in aerial flight during operations against enemy aggressor forces on 28 Jan 1965. As a pilot in a flight of four A1H aircraft on an armed reconnaissance and bridge strike mission, LT Swanson followed his section leader into a steep, dive-bombing attack, scoring a near miss on the target. Despite clouds of dust and smoke partially obscuring the target, Swanson rolled into a second dive and scored a direct hit, severing a 150-foot span of the bridge from its pilings.

Gold Star in lieu of Second Award

★ For heroism and extraordinary achievement in aerial flight during operations on 11 Apr 1965. As section leader of a flight of A1H aircraft on an armed reconnaissance mission, LT Swanson led his flight through towering thunderstorms in heavy rain to the target area. On two occasions he made low spotting passes over the road to identify suspected targets. When he spotted what he believed to be enemy vehicles on the road, he prepared to make a low sweep to investigate further. His aircraft was last observed to be enveloped suddenly by hostile antiaircraft fire. The plane entered a steep gliding turn, and crashed into the jungle. LT Swanson's cool, daring and professional airmanship on this extremely hazardous mission was in keeping with the highest traditions of the U. S. Naval Service.

Air Medal

★ For meritorious achievement in aerial flight during operations on 11 Feb 1965. As pilot of an A1H aircraft, LT Swanson carried out attacks against enemy military targets in the face of adverse weather and intense antiaircraft fire. He succeeded in starting numerous large fires with his bombs. After the strike, he was instrumental in the rescue of a downed pilot from another carrier.

Gold Star in lieu of Second Award

★ For meritorious achievement in aerial flight during operations against enemy forces from 30 Nov 1964 through 16 Mar 1965. During this period, LT Swanson flew a total of 20 combat missions as wingman and section leader over enemy territory and adjacent waters, in support of search and rescue, anti-PT boat, reconnaissance, strike and other operations. By successfully completing all missions, under varying weather conditions, at altitudes ranging from 50 to 25,000 feet and without any loss or damage to any aircraft under his command, LT Swanson contributed immeasurably to the efforts against the enemy.

Navy Commendation Medal

★ For meritorious achievement in aerial flight during operations on 16 Mar 1965, as a section leader in a flight of eight A1H aircraft. LT Swanson led the group on an armed road-cutting bombing mission. When they reached the target area, LT Swanson led the section into an attack on the narrow target road, which was situated in rough, mountainous terrain. Direct hits were scored on it. The Combat Distinguishing Device is authorized.

directly responsible for saving the lives of the five children.

★ HEADY, FLOYD, O., Gunner's Mate third class, USN, and O'DELL, THOMAS G., Radarman Third Class, USN, for the rescue of two men whose boat had capsized about 900 yards offshore at NAS Pt. Mugu, Calif., on 28 Feb 1965. O'Dell, who was fishing in the vicinity, was first to hear the cries for help. He plunged fully clothed into the cold water and swam to them with a life preserver. He then succeeded in getting one of the men to shore. Heady, who was on the beach, was told that one man was still with the capsized boat. He seized a nearby surfboard and swam through strong rip-tide waters, to the near-drowning victim and brought him back to shore. The prompt actions of the two sailors undoubtedly saved the lives of the two victims.

★ LARSON, DALE L., Lieutenant Commander, MC, USN, while serving aboard USS *Ranger* (CVA 61) on the night of 13 Apr 1965. During a serious fire in the number one main machinery room, LCDR Larson, though he had been trapped by heavy smoke for about 30 minutes without any artificial breathing apparatus, unhesitatingly broke away from a group of personnel evacuating the spaces and entered a smoke-filled isolation ward to rescue a hospitalized patient. By his prompt and courageous actions in the face of great personal risk, he undoubtedly saved the patient from suffocation.

★ LINGO, LAWRENCE F., JR., Boatswain's Mate 3rd Class, USNR, posthumously, for saving the life of one boy and attempting to save another on the beach at Hollywood-by-the-Sea, near Port Hueneme, Calif., on 25 Apr 1965. Hearing the cries of the two boys, who were caught in a riptide and were being swept out to sea, Lingo swam into the tide and pulled one boy from the current. He then returned in an effort to reach the second boy. In sacrificing his own life during this heroic attempt, Lingo upheld the highest traditions of the U. S. naval service.

TAFFRAIL TALK

HUMAN NATURE being what it is, it's much easier, we have found, to view with alarm than point with pride.

A most refreshing exception to this attribute was to be found in the columns of the *Evening Star* of Washington, D. C. not too long ago. In them, the syndicated author James J. Kilpatrick had a few words to say about his son, age 17. Since his problems are so similar to those of parents throughout our civilization with sons aged 17, we reprint below, in part, with permission of Mr. Kilpatrick and the *Evening Star* his thoughts on the subject:

Contemplate, if you will, the teen-aged son. Survey him, if you can stand the experience, from head to toe.

The uncombed mass up top is not, as you may imagine, a floor mop of vintage '59. That is his hair. It flows in waves across the brow, caresses the ears, and ripples in Barrymore ringlets down the collar. One assumes, equally, that it is a dirty collar, for this is the third, or fourth, or fifth day on the same shirt. And it is not as if there were no clean shirts in the drawer. It is as if this son were 17.

Continuing the dreary scrutiny, one finds the shoulders concave and the chest convex. On south, there is the shirttail, which is out. It has peanut butter on it. And motor oil. There follow the khaki slacks; they are accordion pleated—horizontally. Their only virtue is that they conceal the soeks that once were white. At bottom are the loafers, as these shoes are so aptly called, scuffed and frowsy and down at the heel.

Three months ago this paragon of fashion arose in the morning on a split-second schedule most carefully contrived. This permitted him to languish in his bed until the precise moment that breakfast arrived on the kitchen table; it allowed 30 seconds for what may charitably be called a shave—the kind of shave that leaves great straggly whiskers on the neck. Doubtless he could have done better if his eyes had been open.

It is to exaggerate, but not much. A good boy, dearly loved, generous in his instincts—but 17.

Came the Navy! To be precise, came the Naval Reserve and, with it, 80 days of summer boot eamp at Great Lakes, Ill. He returned a week or so ago.

You wouldn't believe it. Gone is the mop-top. His sunburned brow is crowned by a small turf of hair as tightly mowed as a putting green. He turns out to have nice ears, both of whieh are clean. He is shaved until he shines like a cue ball. He stands like an arrow. Three times in one day he has taken a shower.

This is not all. He is full of strange expressions. "Can't stand all this gear adrift," he says, and he begins stowing his gear away. "You'll never pass P. I.," he tells his startled younger brother.

You can read the date of a quarter, reflected in his glossy loafers. He says "Yes, sir," with the air of a recruit who expects to dive-and-take-20, meaning push-ups, if he fails to make his bed to perfection. He has gained 20 pounds, all muscle.

These miracles have been wrought, one comprehends, largely through the expert ministrations of a Navy petty officer named MR. Banks, and through disciplines that doubtless date back to long before Lord Nelson's day. I think I'd like to meet MR. Banks.

*Will it last? The object of these affections is still 17; and 10 days have passed, and this morning he stayed in the rack.**

Like columnist Kilpatrick, ALL HANDS extends a note of thanks to NTC Great Lakes, its instructors, and Mr. Banks.

*Copyright 1965, Washington Star Syndicate. Reprinted with permission.

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tosks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material ond photographs from individuols, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are o few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Yeor's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rote or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Novy Deportment, Washington, D.C. 20370.

• AT RIGHT: PIN UPS—This representotive collection of submorine insignio of the novies of the world wos forworded by Coptoin C. W. Styer, Jr., USN, who hos spent over fifteen yeors gothering them. U. S. submoriners moy find the collection useful in recognizing their counterports in other novies. Some ore missing but this is one of the most complete disploys of its kind.

SUBMARINE INSIGNIAS OF NAVIES OF THE WORLD

UNITED STATES

GREECE

RUSSIA

TURKEY

ISRAEL

GERMANY WW I

FRANCE (POCKET SUB)

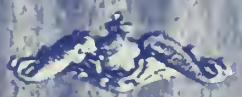
PORTUGAL (OLD)

FRANCE

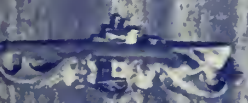
PORTUGAL

GERMANY WW II

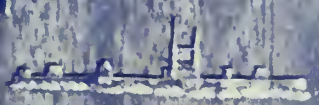
DENMARK



JAPAN

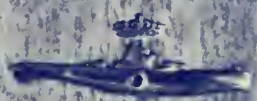


PERU



BRAZIL

W. GERMANY



SPAIN

SWEDEN

VENEZUELA

CHILE

ITALY

ARGENTINA

CANADA

Navy's

Alert

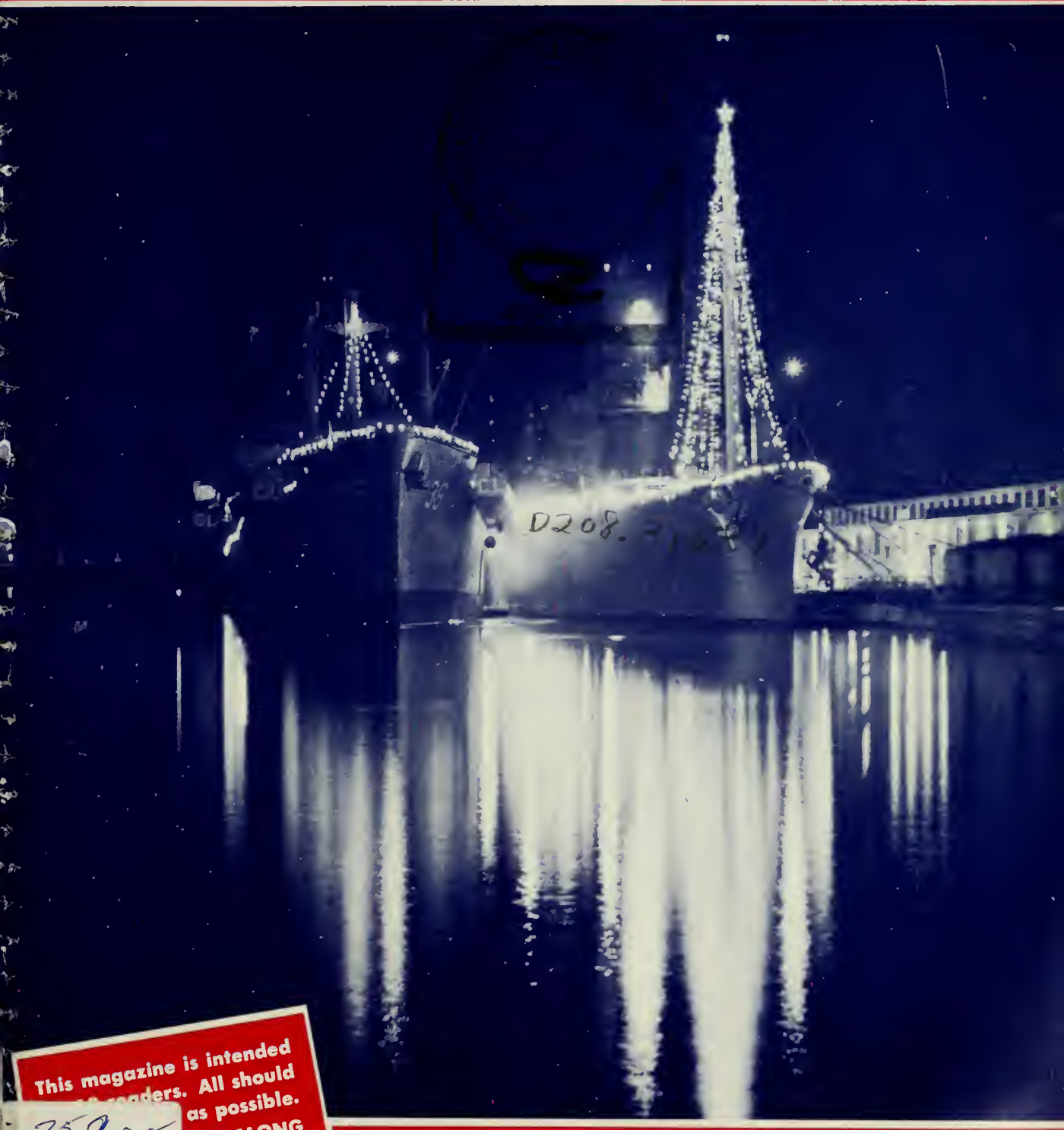
Swift

Watchful

Team

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



This magazine is intended
as possible.
OPY ALONG

DECEMBER 1965

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

DECEMBER 1965 | Nav-Pers-O | NUMBER 587

TABLE OF CONTENTS

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

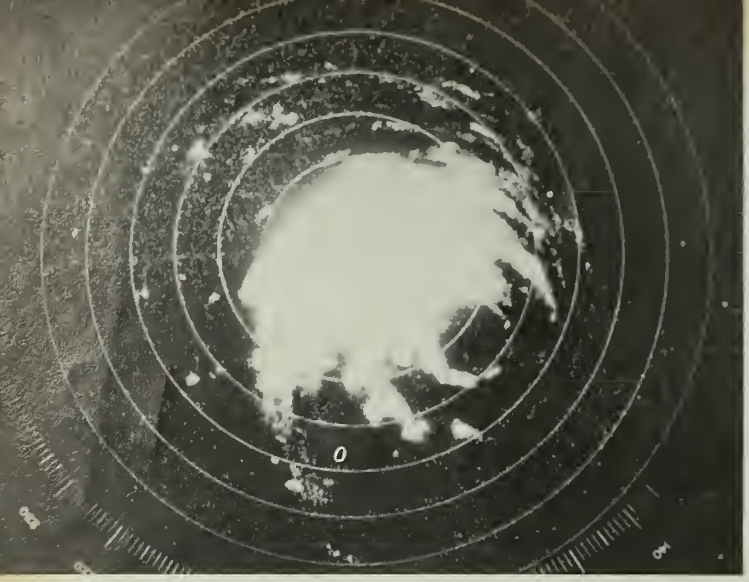
Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to subactivities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

• **FRONT COVER:** MERRY CHRISTMAS—In port *USS Northampton* (CC 1) and *USS Chilton* (APA 38) light up the sky and water while decked in traditional Navy decor for the yuletide season. Similarly lighted ships will add their touch to celebrations this Christmas in ports throughout the world.

• **AT RIGHT:** HELPING HAND—Dale Jayne, MU1, USN, poses with Tok-on Yick, his Hong Kong protege, for whom he furnishes food, clothing and an education through a monthly contribution. Joyne and shipmate Bill Crowford, PH1, USN, who also takes care of a youngster from a large underprivileged native family, ran across their plan during liberty when they inquired what they could do to help the poor children of Hong Kong.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



HURRICANE BETSY looked like this on NAS radar screen. *Rt:* Pilot boards helicopter for hurricane rescue mission.

CHOW LINE was set up at NAS New Orleans as part of emergency evacuation center. *Below:* Water reached rooftops in New Orleans residential areas.

Calling

The Navy has earned a reputation for responding quickly in an emergency, whether it be a cold or hot war crisis. But Navymen also perform with the same zeal when nature thrusts a disaster upon a community. The following points up the Navy's performance in such a role.

AFTER HURRICANE BETSY ripped up the southern Louisiana countryside, Navymen and other members of the armed services in New Orleans and elsewhere were busy. For a few days, the Navy activities provided food and shelter for more than 10,000 victims of the storm. And the Navy also played a considerable role in the emergency recovery and cleanup that followed.

Although to the rest of the world, the hurricane is gone and forgotten, those who went through the storm still recall its impact. It was 10 Sep 1965 when Betsy struck southern Louisiana. Winds, which in some places reached 175 miles per hour, leveled whole towns. Flood waters surged through broken levees into large sections of New Orleans and neighboring areas.

Ships were torn from their moorings in the Mississippi and driven upstream by the wind. They crashed into barges, piers and each other.

The crewmembers of the destroyer USS *Hyman* (DD 732) and the training submarine USS *Batfish* (SST 310) worked feverishly as a large freighter bore down on their ships. Both crews

RADIO GEAR was in constant use during emergency. *Center:* Cots are unloaded from plane. *Rt:* HMs prepare medicine.

New Orleans 366-2311

managed to get their ships out of the direct path of the freighter, but the latter struck the two Navy ships a glancing blow. (After the storm, *Hyman,* in spite of the damage received, helped locate a chlorine barge which had sunk near Baton Rouge. See below.)

If anyone was asleep at the bachelor officers' quarters at the Headquarters Support Activity in New Orleans (phone number 366-2311), he wasn't after the roof was blown off the building.

As people from flooded areas were evacuated, available emergency shelters soon were filled. Civil Defense and Red Cross authorities, therefore, requested military aid in sheltering Betsy's victims.

THE NAVY opened nearly all of its facilities to the victims. Navymen from the New Orleans Naval Station and the destroyer *Davidson,* which was under construction, worked many hours in preparation for thousands of evacuees. In doing so they opened 25 buildings which had long been closed and used them for emergency shelters. Before long, they were filled.

The medical department also had its share of work. More than 3000 persons received emergency treatment at the dispensary, while many others received routine treatment in

Navy Sonar Helps Locate Sunken Chlorine Barge Endangering 60,000 People

WHEN HURRICANE Betsy howled through Baton Rouge, La., churning the Mississippi River into a frenzy, she ripped some 200 boats from their moorings, sending several to the bottom and others aground.

The big Miss ordinarily would have no difficulty handling a barge, but one torn loose by Betsy's fury proved to be indigestible.

The barge in question was loaded with four tanks containing 600 tons of chlorine which had been compressed to a liquid and sealed under pressure. After a tally was made of missing craft, the chlorine barge was still unaccounted for and presumed sunk in the vicinity of Baton Rouge. If it were sunk in water shallow enough to pose a menace to navigation, there was also danger that a passing ship might rupture the barge's chlorine tanks, thereby endangering the wellbeing, and perhaps the lives, of 60,000 people.

THE ARMED FORCES were ordered by the President to give all possible aid in finding the barge. The Navy responded by dispatching 20 divers from Washington, D. C., and Charleston, S. C. The Army had 13 divers searching the murky waters, and Coast Guard personnel kept shipping out of the danger areas.

USS *Hyman* (DD 732) which was equipped with sonar was also dispatched from New Orleans, as were three S2 *Tracker* aircraft equipped with MAD (Magnetic Anomaly Detection) gear used in antisubmarine warfare.

The search was concentrated on an eight-mile stretch of the Mississippi south of a bridge spanning the river near downtown Baton Rouge. The divers were hampered by currents of eight knots and the muddy water of the Mississippi which made it impossible to see anything underwater. Despite the fact that the chlorine tanks were painted bright red and white, identification of all sunken objects had to be made by feel alone.

After several days of searching, the chlorine barge was located through the combined efforts of the Army, Navy, Coast Guard and civilians working together in the Baton Rouge area. Navy submarine sonar was credited with making the find possible.

The Public Health Service, taking samples of river water downstream from the barge, indicated there was no trace of chlorine in the water and Army engineers set to work on the tricky job of raising the barge without rupturing the chlorine tanks.

The entire operation was a good example of how the military services can work together with local civilian agencies in coping with a situation with the potentialities of disaster.

NAVYMEN help to refloat Coast Guard boats that blew aground. *Rt:* Salvage ships try to raise sunken *Kellar.*

the refugee shelters by roving Navy medical teams. More than 4000 persons were immunized against tetanus and typhoid, and 180 evacuees, some in serious condition, were treated in the dispensary as inpatients.

Normally, the dispensary can care for only a handful of bed cases at a time. But the heavy influx of patients made it necessary to open dispensary wings which had not been used since the naval station was operating at full capacity during wartime.

At the evacuation center, more than 100 Navy dependents volunteered their services. A nursery, which cared for 250 babies, was established by the 16-year-old daughter of a Navy chaplain.

In addition, a group of Navy wives answered telephone calls to the naval station chaplain's office, the refugee relief center. More than 5000 calls were received in four days.

MEANWHILE, 20 miles south of New Orleans, the Naval Air Station had taken on an appearance of wartime destruction. Most of the aircraft had been flown to Amarillo, Texas, to miss the storm, but a few remained.

Some of the remaining planes were parked inside a hangar which received the greatest damage to any single building. A large portion of the cement roof was blown loose and fell on the aircraft inside.

Trees had been uprooted and signs ripped from the ground, and both were strewn over the entire station. Few buildings escaped damage from the 145-mile-per-hour winds.

Some military dependents were housed aboard the air station to wait out the storm, and subsequently they were moved to the bachelor officers' quarters. Barracks and office spaces in all possible locations were equipped with cots provided by the Red Cross to shelter the evacuees which later came aboard.

The first day the station was ready for them 22 bus loads arrived. Few had any change of clothing and most were hungry. In addition to the food and shelter needs, the air station supplied the evacuees with services ranging from diaper service to emergency medical facilities.

The air station's medical department set up an emergency clinic and its first major project was to inoculate all refugees and station personnel against typhoid.

Aviation electronics technician 2nd class Donald J. Keretz, USNR, and three other Navymen set up and operated a radio station. Keretz's initiative allowed information to be passed between the NAS Hurricane Disaster Control officer, and the Red Cross. The radio crew also assisted in locating stranded and missing persons, and relayed messages.

Before the storm, Keretz had the radio equipment installed in his car. But realizing there would be an urgent need for communications, he and the other three Navymen moved it to an office space where more power was available.

NAVY planes flew from Florida to NAAS Meridian, Miss., during hurricane.

THERE WERE, of course, many Navy activities participating in the rescue operation. The Naval Air Station at Dallas provided electrical power units and spare helicopter engines. NAS Atlanta provided additional power units and cots. The Naval Air Reserve Training Unit in

Jacksonville came through with more helo engines, and NAS Pensacola aircraft carried many a case of paper plates and eating utensils.

In addition, the Pensacola choppers flew medical supplies and food to the flooded areas of the Mississippi delta. The helos had been requested by the Commander Eighth Coast Guard District, since his area had been sealed off to wheeled transportation.

Some buses had managed their way as far south as Buras, but everything beyond was covered with four feet of Mississippi River.

The Pensacola helos, therefore, supplied these inaccessible areas. Where the aircraft could not land, crewmen were lowered to ask isolated victims their needs and to supply them.

The teams flew the Navy's UH-34G, a training version of the Marines' helicopter in use in Vietnam. The five choppers flew nearly 40 hours and rescued 885 persons while in the area.

Some NAS New Orleans helos also helped with the rescue operations. One of these was lost. After picking up seven evacuees from a high school rooftop, a mishap occurred on takeoff and resulted in a crash. Everyone was rescued.

The ships in New Orleans were not missed by Betsy. In New Orleans alone, there were more than 700 government, commercial and private vessels and barges disabled.

AND BETSY didn't spare the Navy, either. Four Navy ships and a drydock were damaged or sunk as a result of the storm. The oceanographic survey ship USS *Kellar* (AGS 25) broke loose from her berth. She went upriver and rolled over.

The mine countermeasure ship USS *Catskill* (MCS 1), which was undergoing conversion, broke loose and went aground in the New Orleans Industrial Canal.

The missile range ships *Huntsville* (TAGM 6) and *Watertown* (TAGM 7), also undergoing conversion, broke loose from their moorings, and went aground three miles upriver. Both are scheduled to be used as reentry ships for the *Apollo* space program.

Perhaps the Navy's single most expensive salvage operation involved raising the floating drydock AFDM 2. A commercial freighter was docked inside, but had broken loose before the drydock sank upside down.

To assist with the salvage operations, three Atlantic Service Force ships, all from east coast ports, were underway for New Orleans within a matter of hours after Betsy had struck.

The fleet tug USS *Salinan* (AFT 161) from Key West, Fla., was the first of the three ServLant ships to arrive in New Orleans. Her first day was spent freeing the 7500-ton *Catskill*.

The next day, *Salinan* turned her attention to a grounded freighter which she pulled loose in two hours.

Meanwhile, the salvage ships USS *Salvager* (ARSD 3), from Norfolk, and *Windlass* (ARSD 4), from Davisville, R. I., arrived in New Orleans and teamed their efforts on the survey ship *Kellar*. The two salvage ships righted, patched and refloated the vessel. The entire process took several weeks.

ONCE THIS WAS completed, *Salinan* salvaged several Army barges and two Coast Guard patrol craft.

In nearly any emergency where it becomes necessary to evacuate families as in Hurricane Betsy, some inevitably become separated. Of course, most are separated only for a short time. But this was not the case for Mrs. Alvin Clark and her two-year-old son Alfred.

After he was rescued, Alfred was placed in custody of the Red Cross. Several vain attempts were made to locate his parents, and finally, he was placed in a home for children in New Orleans.

Meanwhile, Mr. and Mrs. Clark and their other three children were evacuated to the New Orleans Naval Air Station. Attempts were made to locate Alfred from that end, but to no avail.

Finally, after nearly two weeks of looking, Mrs. Clark received word that an unidentified little boy fitting Alfred's description was at the children's home, and that he would be brought out to the Air Station. Needless to say, it was an anxious wait for Mrs. Clark.

As a car pulled up outside, Navymen, Red Cross workers and volunteer Navy wives all crossed their fingers. Mrs. Clark rushed outside and returned hugging her son.

—Jack Ramsey, JO1, USN

HAPPY MOTHER hugs son as they are reunited after two-week separation.

NOEL—In port Navy ships show their Christmas 'colors.' *Rt:* Caroling at sea aboard *USS Lake Champlain.*

Deck the Bows with Yuletide

HERE COMES SANTA CLAUS—via helicopter, parachute, high line, jet, bugsmasher, liberty boat or any other means which strikes the PIO as apropos. Sometimes, for variety, the old boy uses a sled.

It's as Christmas as holly and as Navy as Halsey. It's a tradition. It's the Christmas party, given by many ships and stations during the yuletide season for underprivileged children of all nationalities.

This particular tradition has an obvious origin. Christmas is for everyone, but mostly for youngsters, and the U. S. Navyman has always been a soft touch for the pint-sized bunch. As a result, if past years are any indication, early December will see many Navymen wrapping toys, scrounging for movie cartoons, bending the cook's ear for cookies and ice cream and fastening streamers and balloons to mess deck overheads.

Navymen often go to great lengths to insure the success of Christmas festivities. Take, for instance, the case of Airborne Early Warning Squadron One based on Guam.

Back in 1960 the squadron adopted a Korean family of four through the Foster Parents Plan. During the years which followed, the unit provided financial assistance for the three children and their mother, but had never met them.

Then, shortly before Christmas 1964, the squadron was assigned a weather reconnaissance flight into the Korean area. The aircraft left Guam on schedule armed with all the gear necessary for the weather mission, plus 600 pounds of holiday gifts which are not required, regardless of HOW you read the flight schedule.

Several days before Christmas the aircraft touched down in Korea. Liberty for the crew? They had a wild time—a party for the adopted family and 70 of the children's classmates.

OFTEN, the Christmas parties must come early. On the 25th of December, as on other days of all months, the world situation demands a sizable naval force underway, especially in the Sixth and Seventh Fleets. Even for these men, however, Christmas is almost always holiday routine. The cooks knock themselves out over the chow (roast turkey and papaya, some places) and the recrea-

GIFTS APLENTY—Top billing at Christmas with Navymen is the party given for underprivileged children of all nations.

AT SEA, on shore, Navymen sing.

Holly!

SEASONAL SIGNS—Snowman on deck of *USS Kitty Hawk*, king-size tree at NTC Great Lakes, and parties for orphans add to Christmas spirit in the Navy.

tion councils set up entertainment.

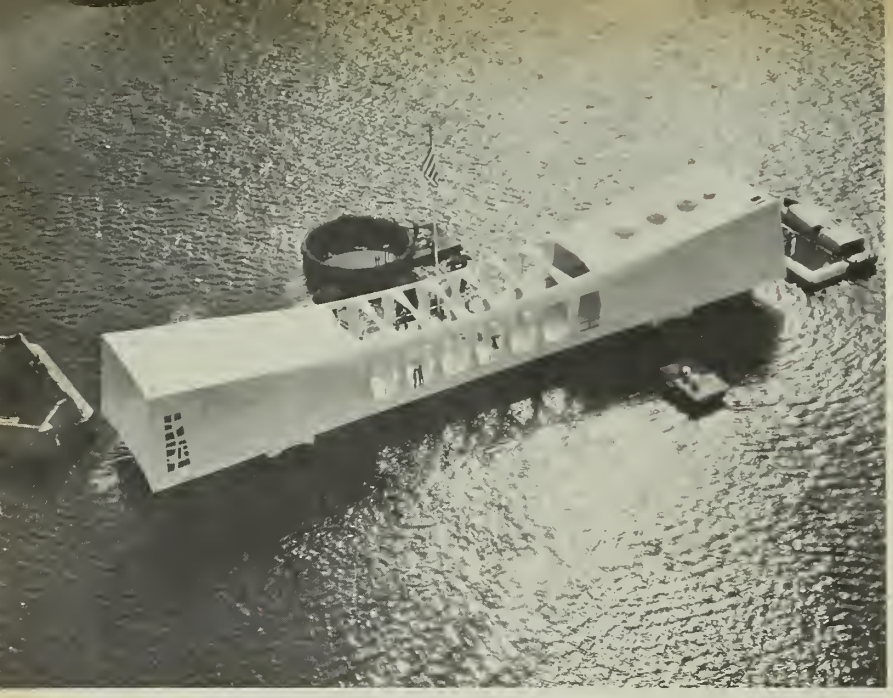
Meanwhile, back Stateside, leave and liberty policies are usually relaxed during the Christmas season—and more than one bluewater sailor will carve the bird back home in the Oklahoma panhandle. Aboard ship there will be holiday liberty, and brownbaggers will be scarce.

About the middle of the month ships operating on the east and west coasts of CONUS pull into port, and those Navymen who do not go on leave begin to add holiday touches to their vessels. Colored lights are strung on masts, Christmas trees are erected on gun mounts, crosses and stars are attached to radar antennas and music is played over the 1 MC.

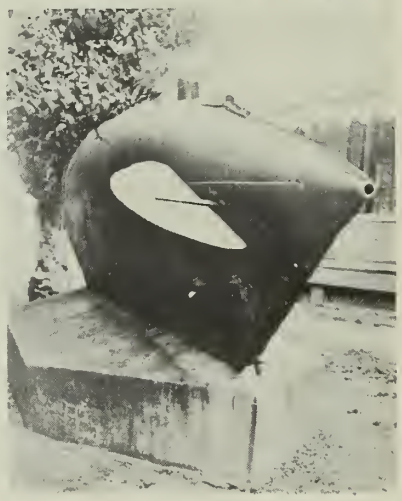
Now, where did we pack those chinwhiskers? Jon Franklin, JO1, USN

HERE HE COMES—Santa makes his appearance in many ways. He comes on foot, via parachute, and by carrier mule.

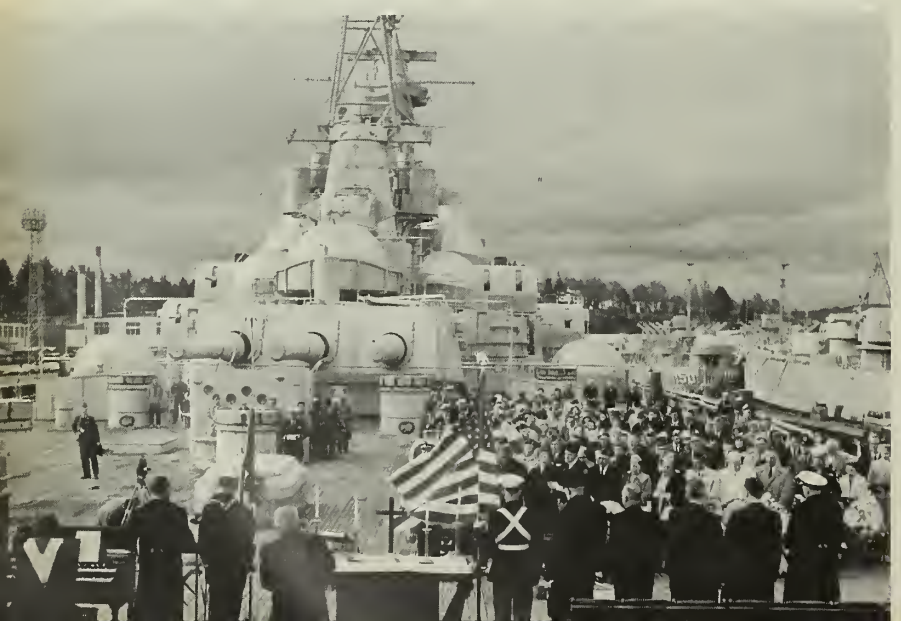
From



WELL-KNOWN—*Arizona* memorial stands over the BB and names of those lost.



NAVAL LORE—Anchor by mast of *USS Maine* in Arlington Cemetery. *Rt: Intelligent* Whale on exhibit. *Below:* Memorial services on *USS Missouri* (BB 63).



WHETHER YOU ARE ASHORE OR AFLOAT, you never know when you might run into some interesting sidelight of naval history. From Portsmouth, N. H. (or Virginia), to Houston, Tex., and beyond, you will find incidents of the sea-going days which are full of living history, customs, tradition—and heroism.

For example, back in 1939, USS *Squalus* (SS 192) was making a routine dive off the coast of New England, when she sank in the open sea. After a harrowing, dark and cold wait, the survivors were rescued by USS *Falcon* (ASR 2) in a tale full of courage and in a race against time. (The loss of *Squalus*, of course, has been told many times, including a report in the Special Supplement of the March 1959 issue of ALL HANDS.)

Eventually, *Squalus* was brought to the surface, overhauled and recommissioned as USS *Sailfish* (SS 192). She went on to sink some 45,000 tons of enemy shipping during World War II.

Quite a ship, and one frequently referred to in any history of submarines. If you wish, you can see this fragment of history in the flesh—so to speak—at Portsmouth, N. H., where her conning tower is displayed as a submarine memorial.

IF YOU KNOW WHERE to look, you can find a surprisingly large amount of history about ships such as *Squalus* preserved as memorials after they have served their usefulness to the Navy.

Here's a list of ships or ship mementos you are most likely to encounter. If you happen to be in port near where they may be found, a few hours invested may result in rich rewards.

- *Alabama* (BB 60) is the main attraction at the Marine Park in Mobile, Ala. She had originally been scheduled for scrapping, but was saved from that fate when the state decided to enshrine her as a memorial to all Alabamians of all wars. On 7 Jul 1964, the ship was turned over to the state and is now open to visitors.
- *Arizona Memorial*—Partially submerged in Pearl Harbor, the battleship is a shrine to all those who died during the Pearl Harbor at-

Frigates to Battleships

tack. And today, the specially built memorial flies the flag just as *Arizona* did on 7 Dec 1941. She is regarded as sentimentally "in commission."

In 1950, a simple wooden platform was built over the famed battleship, but it was removed in 1961 and replaced by the present permanent structure.

Platforms extend outward for visitors to come aboard easily. Immediately inside is a small room containing several historical items from the battleship. In the far enclosure you will see the names of all those who died when *Arizona* was sunk that Sunday morning.

• *Balao* (SS 285)—The conning tower fairwater of this World War II submarine is on display in Admiral Willard Park outside the Naval Historical Display Center in the Washington Navy Yard, Washington, D.C.

• *Banning* (PCEC 886)—This patrol and escort ship was in service in both World War II and the Korean conflict. In July 1962, she was transferred to the city of Hood River near Portland, Ore. You can visit this ship by making an appointment with the Hood River Chamber of Commerce.

• *Constellation*—This frigate is said to be two days older than the Navy Department itself and 14 days older than *Constitution* (Old Ironsides).

In July 1955, she was returned to her home port of Baltimore to be preserved as a national shrine by the Constellation Commission of Maryland. You may visit this ship on the Baltimore waterfront and see a little of what the Navy was like in the beginning years of our nation.

• *USS Constitution* (IX 21)—"Old Ironsides" lies under the shadow of the Bunker Hill monument and a mile from where she was launched about 168 years ago. Today she is a floating museum which attracts visitors from all over the country. Some of the earliest traditions of the U. S. Navy were born on her decks.

• *Flasher* (SS 249)—The conning tower, bridge, shears and periscope of this World War II veteran sub are exhibited at the Submarine Base, New London, Conn. Dedicated as a memorial, it opened 4 Jul 1964.

• *Holland* prototype—A one-man submarine, built by John Holland in 1876, is on display in Westside Park, Patterson, N. J.

• *Intelligent Whale* is something of a relic even among old submarines. You can see this old hand-cranked experimental sub at the New York Naval Shipyard in Brooklyn. When the shipyard is closed, she will be moved to a suitable location. *Intelligent Whale* was the last official attempt to develop a submersible until the *Holland*.

• *Maine*—Parts of the battleship *Maine* are scattered in three locations, from Washington, D. C., to Reading, Pa. The mainmast, which was dedicated to her crew, is on exhibit in the Arlington National Cemetery, Washington, D. C., while her foremast is near the seawall at the U. S. Naval Academy, Annapolis, Md., looking toward the Chesapeake Bay. One of her anchors is incorporated in a memorial located in Penn's Commons in Reading, Pa.

• *Massachusetts* (BB 59)—This battleship represented the ultimate in

A FINE SIGHT—*Old Ironsides* never looked better as she took her turn-around cruise this year in Boston Harbor.

LIKE NEW—Tugs move *Olympia* to her berth at the waterfront in Philadelphia, Pa., after she had been restored to match her Spanish-American War days.

naval firepower before the nuclear age. And she is the only battleship built in the Commonwealth of Massachusetts during this century. She has been made a permanent memorial to all war veterans of the Commonwealth, and has just recently been opened for visiting at Fall River, Mass.

• *Michigan* (later named *Wolverine*) —The bow of this first iron warship (a sidewheel steamer) has been erected as a permanent memorial at the foot of State Street, Erie, Pa., (the site of several other memorials). *Michigan* (or, if you prefer, *Wolverine*) was built for the Navy in 1844.

• *Missouri* (BB 63)—The surrender deck of this battleship may be visited at the Puget Sound Naval Shipyard, Bremerton, Wash. On her deck Japan formally surrendered to the U. S., bringing World War II to a close. The spot is marked by a plaque.

• *CSS Muscogee* (or *Jackson*)—Launched in December 1864 at Columbus, Ga., this ironclad Confederate gunboat was captured and burned by Federal troops on 16 Apr 1865. The remains have been raised and are preserved by the Georgia Historical Commission as a Confederate Naval Museum in Columbus, Ga.

• *Niagara* was the relief flagship of Commodore Oliver Hazard Perry in the Battle of Lake Erie (10 Sep 1813). It was reconstructed by the Commonwealth of Pennsylvania and may be visited at Erie, Pa. As you may recall, it was after this victory that Perry wrote his famous message, "We have met the enemy and they are ours."

• *North Carolina* (BB 55) was the first of the Navy's more modern battleships. She is berthed at the west bank of the Cape Fear River, opposite downtown Wilmington, N. C. Maintained by the State of North Carolina, the battleship was dedicated on 29 Apr 1962 to all who served in the armed services of the United States.

Everything above her main deck is open to the public, including the officers' quarters, examples of the crew's living spaces, combat information center and two of the three turrets from which her 16-inch guns were fired. *North Carolina* earned 12 battle stars during World War II.

• *Olympia* was Admiral George Dewey's flagship in the Spanish-American War. This ship led the Asiatic Squadron past the batteries on Corregidor and arrived off Manila at daybreak on 1 May 1898 to destroy Spain's Philippine fleet. She was restored by the Cruiser Olympia Association and is filled with many historic objects. You may visit her at the waterfront in Philadelphia, Pa.

• Confederate submarine *Pioneer* is on exhibit in the Presbyter Arcade in the Louisiana State Museum in New Orleans. She was the forerunner of two other submarines which were built at Mobile, Ala., one unnamed submarine which was sometimes called *Pioneer II*, and *H. L. Hunley*, first sub to sink a ship in combat.

Pioneer, a two-man submarine, was built in New Orleans in 1861 to meet the menace of two Union steamers on Lake Ponchartrain. She was built from quarter-inch riveted iron plates cut from old boilers and was completed in early 1862.

She made several descents in Lake Ponchartrain and, during experiments, succeeded in destroying a small schooner and several rafts. However, before she could attack a Union ship, she was sunk to prevent her from falling into Union hands. She was transferred to her museum location in 1957.

• *Portland* (CA 33)—the mast, bridge, bell and other artifacts from this heavy cruiser are preserved in Portland, Maine, in Fort Allen Park overlooking Casco Bay.

• *San Francisco* (CA 38) The shell-riddled navigation bridge of this heavy cruiser is a testimonial to her action in the naval battle of Guadalcanal (12 to 15 Nov 1942). After the battle, she underwent extensive repairs and the bridge was removed. It has since been built in a shrine on Land's End, a 450-foot cliff overlooking San Francisco Harbor.

• *Squalus* (SS 192)—As we mentioned earlier, the conning tower of this submarine (later renamed *Sailfish*) is displayed as a submarine memorial in the Naval Shipyard, Portsmouth, N. H., where she was built.

• *Texas* (BB 35)—This veteran of two wars is on exhibit in the shadow of the San Jacinto battlegrounds monument near Houston, Texas. She was preserved by the people of Texas in 1948 as a naval museum.

• *Utah* (BB 31)—This battleship had served the U. S. in many ways. She was a target ship just before she was sunk in Pearl Harbor, and had helped make progress in air attack and antiaircraft gunnery. She lies where she was sunk in that attack, and has since been viewed, from a distance, by thousands of Navymen paying tribute to her memory.

She may be seen in Pearl Harbor today on the opposite side of Ford Island from the Arizona Memorial. Partially on her side, *Utah* is turned inshore and lies half submerged near the berth where she capsized.

• *Washington* (BB 56)—You can see a major display of this battleship, including the bell, wheel and other relics in the State Capitol, Olympia, Wash.

IN ADDITION to U. S. ships, you may see several foreign type warships

on display. For instance:

• *German Submarine U-505*—This 740-ton U-boat is on exhibit at the Museum of Science and Industry, Chicago, Ill. She was captured while out at sea on 4 Jun 1944 by the escort aircraft carrier USS *Guadalcanal* (CVE 60) and five destroyer escorts.

• *German Midget Submarines*—Type Seehund II, HU75, which was found in Germany after World War II, is displayed at U. S. Naval Submarine Base in New London, Conn. You will find another at the Admiral Willard Park in the Washington Navy Yard.

• *Japanese Midget Submarines*—The submarine base at New London has two of these two-man subs on display. One was salvaged intact off Cape Esperance in 1943, and the second, used for instruction at the Japanese Submarine School in Yokosuka, Japan, has its sides cut away.

Both are 30 feet long, six feet in diameter and displace 70 tons. They carried two 18-inch torpedoes and a 200-pound demolition charge.

Other Japanese midget subs are on display at Admiral Willard Park in the Washington Navy Yard, and the Lighthouse Museum of the Key West Fla., Art and Historical Society.

OFF SHE GOES—*Falls of Clyde* is being towed to Hawaii for restoration.

MARITIME SERVICE of course, always has been closely related to the Navy. You can see several historical maritime ships at the following places of interest.

• Honolulu, Hawaii—*Falls of Clyde*, one of the last remnants of the sailing age, soon will become a floating museum in the Island State. In her operating days, she often

North Carolina Is Happy (and Keeps Busy) in Retirement

The battleship *North Carolina* (BB 55) had quite a career throughout World War II. She saw a lot of action, and earned 12 battle stars. But her career came to an end in 1947 when she was assigned to the Reserve Fleet in Bayonne, N. J.

For the next 14 years, she didn't do much except swing at anchor with the rest of the mothball fleet. In 1960, it was decided that she would have to be condemned to the scrap heap—unless the state of North Carolina wanted her.

The state did want her. Through an extensive state-wide campaign, enough money was raised to buy the ship and bring her home.

It was a day to remember when, in October 1961, the battleship was on the final leg of her last journey. Although it was a mildly foggy day, thousands lined the river banks to watch. By late afternoon, the battleship appeared at the Port of Wilmington.

According to plans, her bow would point downriver, which meant that the big ship would have to be turned around. And since there was only one spot where this could be done, it would be a ticklish job.

Even though it was evening, there were still a lot of people on the banks watching. All saw the ship slowly turn, her stern hit a floating restaurant, and her bow go aground.

Obviously, it was one of those days. For 30 minutes tugs chugged, and a bulldozer roared trying to pull her free.

At last, she did come free, and *North Carolina* slipped into her berth with no more problems. She has remained there ever since.

BIG JOB—Battlewagon *North Carolina* (BB 55) finds herself in close quarters as she is maneuvered into her berth.

HOMEPORTING—Battleship *USS Massachusetts* (BB 59) moves up the river to become a memorial to veterans.

sailed between the West Coast and Honolulu. Sometimes she carried as much as 19,000 barrels of oil to the islands in her iron hull and returned with molasses. In 1926, she was dismasted and served as a floating fuel depot until 1959. She was scheduled to be sunk at a breakwater near Vancouver, but citizens in Hawaii contributed enough money to buy the ship .

• Jamestown, Va.—You will see replicas of *Discovery*, *Goodspeed* and *Susan Constant*, the ships which brought the first permanent English settlers to America at Jamestown.

• Plymouth, Mass—A replica of the *Mayflower*, the ship that brought the pilgrims to the shores of New England, is on display here.

• Chicago, Ill—A replica of a viking ship is on display in Lincoln Park.

• San Diego, Calif.—*Star of India*, said to be the oldest ironclad windjammer still afloat, is open for visitors. She was built in 1836.

• San Francisco, Calif.—Here you will find two ships on display in separate parts of the city.

Balclutha, a sailing vessel of 1835 tons, was built at Glasgow, Scotland, in 1866. She is often referred to as the "Last of the Great Cape Horn Fleet." Since ships in those days didn't have a Panama Canal through which to sail, they, of course, had to go around Cape Horn. Today, *Balclutha* is restored and docked at San Francisco's waterfront at the Maritime Museum.

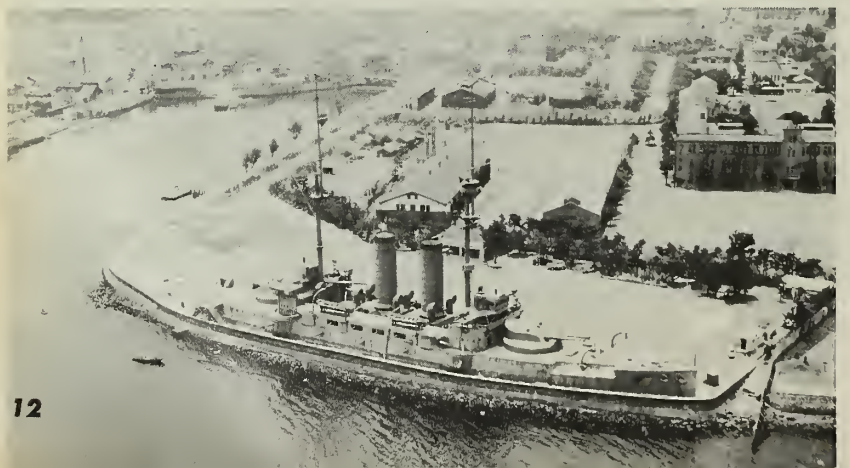
Gjoa, a Norwegian maritime ship, was used by the polar explorer, Captain Roald Amundsen, to find the exact geographic position of the north magnetic pole. This ship can now be visited at the beach in the Golden Gate Park in San Francisco.

• Mystic Seaport, Conn.—Here you will find exhibited many interesting ships including whaling ships, schooners, sloops and many others.

This list is hardly complete, but as a history buff, you may find this a good start. If you will take a look around you, you will find many other items of historical interest—which show a little of what Navy life was like 20 years ago or nearly two centuries ago.

—Jack Ramsey, JO1, USN

OLD-TIMER—*Constellation* may be visited on the Baltimore, Md., waterfront. *Below:* Japanese battlewagon *Mikasa* is an interesting spot in Yokosuka.



Alabama Begins Second Career Back Home

The history of the battleship *Alabama* (BB 60), at least the first part, is not much different from the story of other heroic ships. She was launched, commissioned, served in the war, earned nine battle stars, and finally, she was retired into the Reserve Fleet in Bremerton, Wash.

That's where Alabama's story ended—until a little over three years ago. The Mobile Chamber of Commerce learned of *Alabama's* scheduled scrapping. That was the beginning of her second career.

From the time the idea was first formed, until *Alabama* reached her final destination, there were many problems to be faced. Some were comparable to those the Navy encounters in planning a major fleet maneuver.

For instance, it had already been determined it would cost one million dollars to build the park where the ship would be exhibited, prepare the vessel for its 5600-mile tow, and the first year's operation. And though this seemed something of a bargain to the Chamber of Commerce, the price was still a million dollars—a lot of money in anybody's language.

ON DECK—*Kingfisher* seaplane used for patrol and rescue operations in early WW II rests on BB deck.

But through a state-wide campaign, the price was met, and *Alabama* soon was berthed in Mobile as the feature attraction of Marine Park.

Those who planned this undertaking from the beginning wanted the battleship to be complete, even with the type of plane which she used when she was first built. But finding an OS2U-3 *Kingfisher* was another matter.

After nearly a year of looking, one was found in Mexico. Years earlier, it had been given to the Mexican Navy for use as a patrol plane. On Thanksgiving Day, 1964, it was presented to the State of Alabama by the Mexican Navy to be placed on board the WW II battleship.

The *Kingfisher* had to be overhauled and some floats added, since this specific plane had been equipped with wheels for land-based operations. The old bird is now complete in every detail with instruments, bombs, rear cockpit machine gun, radio gear and early WW II markings.

Except for catapults, *Alabama* looks just as she did when she was commissioned. These were removed in the mid-1940s and have not been replaced. However, it is hoped that, in the future, this can be done.

ON VIEW—*Alabama* (BB 40) is main attraction at the Marine Park, Mobile, Ala., where it is open to visitors.

LITTLE WHITE FLEET of seaplane tenders rotating as flagship of Commander Middle East Force cover a lot of water.

Here's the Little Whit

SINCE SHEDDING their initial mission as seaplane tenders, USS *Duxbury Bay* (AVP 38), *Greenwich Bay* (AVP 41), and *Valcour* (AVP 55) have become members of the U. S. Atlantic Fleet Cruiser-Destroyer Force

Rotating duty as flagship of Commander, Middle East Force, they have been dubbed "The Little White Fleet" because of their goodwill duties and their unusual color. With the exception of hospital ships. they are the only ships in the U. S. Navy to be painted entirely white—a radical departure from the standard and traditional "battleship gray."

In an area of the world where the temperature often exceeds 100 degrees, the light color helps reflect the rays of the torrid Middle East sun and thus makes the crew more comfortable aboard the ships.

This little flagship is always painted and polished within an inch of her life. She is indeed a protocol ship, and she carries a wondrous assortment of flags and pennants for every conceivable ceremonial occasion. All the same, this is a busy and highly useful command, covering an immense and important area.

The Middle East Force is now a component command, being subordinate to the unified command of CINCSTRIKE.

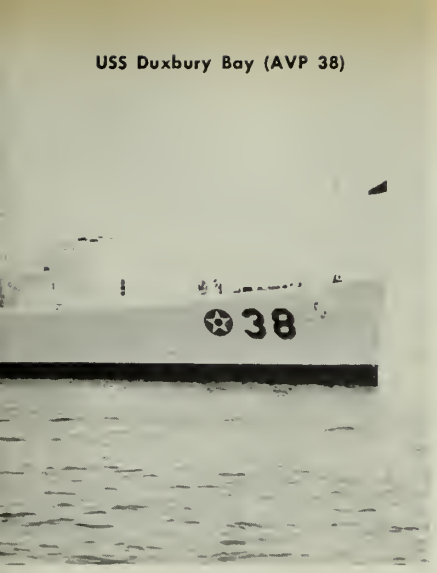
The flagship must rely solely on provisions on board at the time of deployment from the United States and upon mail and special shipments via scheduled airlines for parts, necessary for maintenance. Supply restrictions are so rigid that even meat purchased for a cruise must be leaner than normal to help conserve limited storage facilities.

Serving as a link between the U. S. and that part of the world, the Middle East Force and its flagship assist in any emergency, whether it is a search and rescue mission or lending a helping hand to people of the free world. The importance of Middle East oil fields in world commerce also makes this area a strategic one in international affairs.

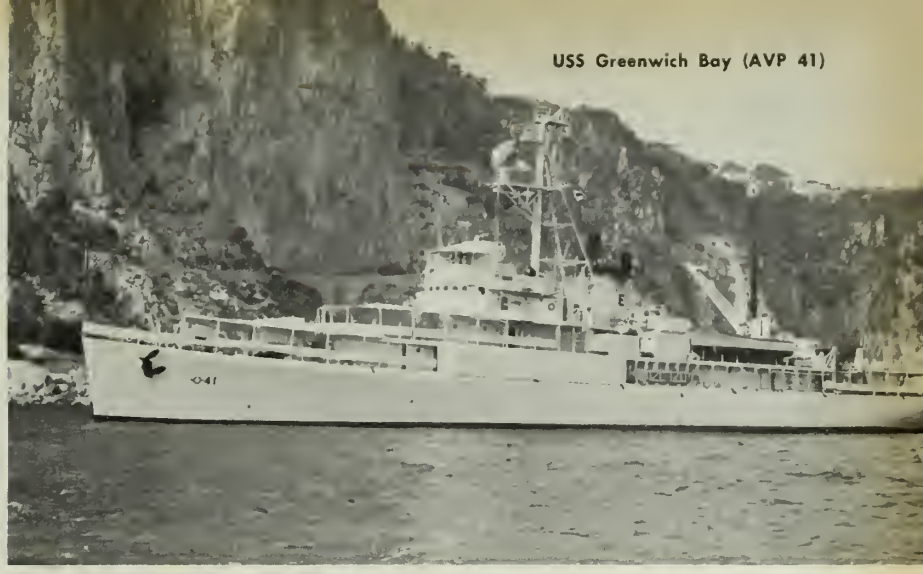
Under the auspices of Project Handclasp, the rotating ships of this command have transported many tons of material to the Middle East. This has included textbooks, medicines, clothing and domestic machinery, such as sewing machines, distributed to needy people through the area. Of course the children are not forgotten; toys and games com-

ON DUTY—Orphans of Mombasa enjoy party. *Rt:* View from *Greenwich Bay* shows fort at Muscat, Gulf of Oman.

USS Duxbury Bay (AVP 38)



USS Greenwich Bay (AVP 41)



MAKING FRIENDS—When on station in Middle East white AVPs hand out good will on a people-to-people basis.

Fleet

plete the Handclasp packages.

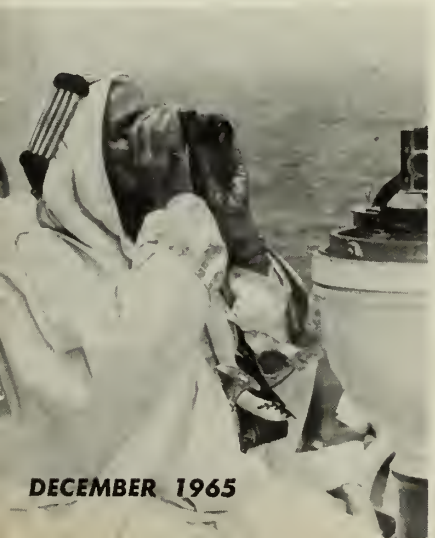
Officers and men of the flagship are constantly involved in assisting in the construction, repair and painting of orphanages and schools, participation in public functions, donating blood, and sponsoring children's parties.

Since the Middle East Force was established in 1949, the three ships of the "Little White Fleet" have played host to thousands of youngsters in more than 100 towns and countries.

Diplomacy on a people-to-people basis as initiated by the rotating ships of Commander, Middle East Force, is an outstanding example of the "overseasmanship" practiced by the men of *Duxbury Bay, Greenwich Bay* and *Valcour*, "The Little White Fleet." —Ken Orr, JO1, USN

ON BOARD—Flagship gets plenty of VIPs. *Above:* Arabian sheik visits. *Below:* Emperor Haile Selassie is welcomed and Indian guest enjoys refreshments.

ARAB visitor views Persian Gulf.



Strike Command keeps ready with exercises. *Above: Globemaster* delivers truck, paratroopers attack and *(rt.)* tanks move out.

CINCSTRIKE: A Unifie

TOGETHERNESS—liaison is the military word—can be very important. That's one reason why the U. S. Strike Command at MacDill AFB, Tampa, Fla., includes (in addition to 225,000 Army and Air Force men) a small contingent of Navymen.

The unified command handles the rapid deployment of Army and Air Force units, normally based in CONUS, to trouble spots throughout the world. When the global situation is relatively calm the staff plans and executes joint training exercises such as *Swift Strike II*, *Coulee Crest*, *Swift Strike III* and *Desert Strike*.

The Navymen work alongside the CINCSTRIKE staff and stand ready to offer salty advice when needed. The Navy group is headed by Rear Admiral Forsyth Massey and includes a small number of staff officers, several yeomen, four machine accountants, two stewards, a personnelman, a storekeeper and a photographer.

During one exercise, *Big Lift*, CINCSTRIKE airlifted the entire Second Armored Division and a composite air strike force to Germany in just over 60 hours. Other exercises, called "no-notice operations," are conducted several times a year to test the reaction times of Strike Command units. They proceed something like this:

An airborne battalion, a troop carrier squadron, a fighter outfit and an aerial reconnaissance element are given an alert order—usually at night. The tactical fighters are flown to support bases while the airborne troops are airlifted to an advanced staging area or directly to their objectives. At daybreak the force makes a simulated airborne assault with close support by fighters and on-the-spot aerial reconnaissance.

The majority of CINCSTRIKE Navymen were not assigned to the command until recently. Most of the Navymen and Marines came into the command in early 1964 after CINCSTRIKE was given the collateral job of CINCMEAFSA (Commander of Military Activities in the Middle East, Africa south of the Sahara and Southern Asia).

CINCMEAFSA has operational command of a small naval force, the Middle East Force, consisting of two Sixth Fleet destroyers and a command and communications ship (AVP), which operates in the Middle

RADM Forsyth Massey, Chief of Staff, U. S. Strike Command, confers with Strike's Commander in Chief, GEN Paul D. Adams.

Yeoman 1st Class Raymond Berry, USN, checks Strike's personnel files with an Air Force Tech Sergeant.

Strike exercise combines tanks and planes.

Command

Eastern and South Asian waters (see article, page 14).

During CINCSTRIKE exercises Navymen commonly accompany their Army and Air Force counterparts into the field, which makes for some interesting situations.

In the Strike Command's *Gold Fire I* exercise a camouflaged trooper from the 101st Airborne popped out of the bushes, rifle in hand, to confront Yeoman First Class Raymond McCardle. The trooper stared at the Navyman's crow sewn on Army fatigues, finally recognized the Navy insignia and demanded to know what a sailor was doing in the middle Missouri boondocks.

The yeoman explained he was on shore duty. An honest statement—CINCSTRIKE Navy billets are considered normal shore duty.

F. Miller, MAC, USN, processes intelligence data at computer console.

LCDR W. Lawrence, USN, senior aide to GEN Adams, is a busy man at CINCSTRIKE.

Chief of Strike's Intelligence Data Collection Div., CAPT W. Miller, checks map.

UP THE CREEK—Members of *Coral Sea's* landing party ford stream in jungle.

HIT THE DIRT—Scouts for carrier's landing party take part in combat drill.

HERE'S HOW—Philippine guide gives instructions in building animal traps.

MEN search jungle for edible plants.

Landing

AN AIRCRAFT CARRIER stationed in the South China Sea today plays a major role in the Southeast Asia conflict. Nearly every day, fighters and bombers are launched from carrier flight decks to destroy assigned military targets in North Vietnam.

One such carrier is USS *Coral Sea* (CVA 43). Her pilots have flown numerous missions over North Vietnam, and have earned a reputation of which they can be justly proud. However, flying strike and reconnaissance missions over military targets to counter Viet Cong operations is not the only mission of the carrier.

Recently, during an in-port period in the Republic of the Philippines, *Coral Sea* conducted training to insure a high state of readiness for another of her missions . . . that of providing a combat-ready landing force.

Comprised of volunteer members of the ship's company, plus its Marine detachment, the landing party set out for two days of grueling training in dense, rain-soaked Philippine jungles near the Subic Bay Naval Station.

The first day of the exercise was devoted to instruction and establishing a base of operations. Eleven Philippine guides, most of whom had fought as guerrillas against the Japanese during World War II, instructed members of the landing force in jungle survival. Marines and sailors worked side by side, con-

THIS WAY—Landing party from *USS Coral Sea* (CVA 43) makes way through jungle while running a battle problem.

Party on Jungle Patrol

structing huts from bamboo, setting traps used in jungle warfare, locating water and searching for edible food from the plentiful plants of the jungle.

Marine instructors taught the group safety precautions, field sanitation, personal hygiene and first aid. Other instructions included care of weapons, individual movements (day and night), offensive combat formations, hand and arm signals, defensive combat, patrolling, and ambush and counter ambush techniques.

On the afternoon of the second day, the landing party was divided into two groups for combat drills. Actual combat training for the landing force was a battle problem.

Each group, consisting of approximately 50 men, was an opposing unit located in a strange and unfamiliar terrain. Its mission was to search out the opposing force and destroy its base camp.

After each of the two units had established its base of operations, reconnaissance patrols of four to six men were sent out. Their mission was to gather intelligence information about the opposing force, including routes of traffic and communications lines, weather, defense perimeter, morale, habits, weapons, weaknesses, size and activity. Success of this phase of the battle problem was measured by the ability of the reconnaissance patrols to seek the intelligence data completely undetected and return to their base camp with information which could be used to plan an attack on the opposing unit.

Following the return of the reconnaissance patrols, late in the evening, plans of attack were drawn up, and combat patrols were sent out to attack and destroy the opposing camp. Throughout the night, activity ranged from full scale attacks on the base camps, to small skirmishes and ambushes as the combat patrols tangled in the area of the battle problem.

The final day of the exercise both groups once again became a friendly organization, following a sleepless night of harassing ground fire and small raids. However, one last problem remained before the weary men arrived back at *Coral Sea*.

A small group of about 20 men, forming an enemy ambush force, had sworn to deny an access route to the ship. The landing party's mission was to return to the ship, knocking out the small ambush group, clearing the route to the ship.

The success of the landing party training is best summed up by Captain R. G. Brietenbach, who heads *Coral Sea's* Marine detachment. He noted that the landing party was "a group I wouldn't be afraid to take anywhere." —R. R. Scott, JO2, USN

TIME OUT—Landing party members take a break during rugged training.

MASKED MEN—NBC students wear their protective masks while receiving practical training in tear gas chamber.

NamTraDet 3009

JUST ABOUT a decade ago, the Naval Air Maintenance Group—then a department of the Naval Air Technical Training Command—was assigned the responsibility of providing field instruction to naval aviation activities on atomic, biological and chemical warfare defense.

One training detachment was formed in 1956. In 1958 two additional detachments were added. Redesignated Nuclear, Biological and Chemical Warfare Defense, today there are seven mobile NBC detachments traveling around the country, bringing the latest instruction on NBC detection, protection and survival techniques.

These units are "homeported" at Lemoore and North Island, Calif.; Pensacola and Jacksonville, Fla.; Quonset Point, R. I.; Norfolk, Va.; and Memphis, Tenn.

Typical of these is the Memphis-based unit, Naval Air Maintenance Training Detachment 3009 (NBC)—which recently won the Captain's Plaque for being the most efficient detachment of 20 within the aviation support branch of NAMTRAGRU.

Proper training in NBC warfare defense provides for survival of personnel and control of damage following an attack by nuclear, biological or chemical weapons. Each course consists of 24 classroom hours, or three working days, and is available to all military personnel. Occasionally, key civilian personnel such as policemen, firemen and civil defense workers have taken advantage of the course.

THE FIRST DAY of each three-day course includes instructions in the symptoms, antidotes and protective action during chemical and biological warfare attack. Practical experience is gained when students put to use some of the protective equipment that is provided by the Navy.

The second day's lessons are primarily concerned with nuclear warfare—radioactivity, blast effects on people and environment, and the use of various radiac instruments which indicate and compute radiation.

Classes the third day cover the disaster control organization on a nationwide, Navy-wide and local basis for all types of disaster recovery, natural or otherwise. Also included is instruction on protective clothing, warning systems, decontamination and nuclear survival techniques.

NAMTRADET 3009 is a two-man team made up of Chief Hospital Corpsman Maxwell E. Baker and Damage Controlman First Class Marion A. Shircliffe, both of Naval Air Maintenance Training Group.

Both instructors are specialists in NBC warfare defense. Chief Baker was trained at a six-week NBC defense course at the Army Chemical Corps headquarters in Ft. McClellan, Ala.

Shircliffe received his NBC schooling from a three-week course at the Damage Control Training Center in Philadelphia.

Chief Baker says the main advantage of the school is that it provides qualified instruction in all three phases of NBC.

"This is difficult to teach on a local level because there aren't enough men who know all three phases well enough to teach them," Baker said. He also feels the course is good because it provides a minimum of disruption to a station. "All we need is a room and 30 students," he added.

THE TRAINER used is a self-contained unit—a one-and-one-half-ton truck, complete with necessary cutaways, films and technical literature for adequate training. It contains the latest portable radiac equipment for nuclear defense training, and the latest equipment and protective techniques relating to chemical defense training. The detachment has a direct link through headquarters with other branches of the military and receives the latest word on new changes as soon as they are officially endorsed.

Baker and Shircliffe travel from the Great Lakes to the Gulf of Mexico, administering the course to some 12 mid- and southwestern air stations and Reserve units, teaching about 2000 students annually. They spend approximately 300 days on the road each year and log over 6200 miles on the odometer.

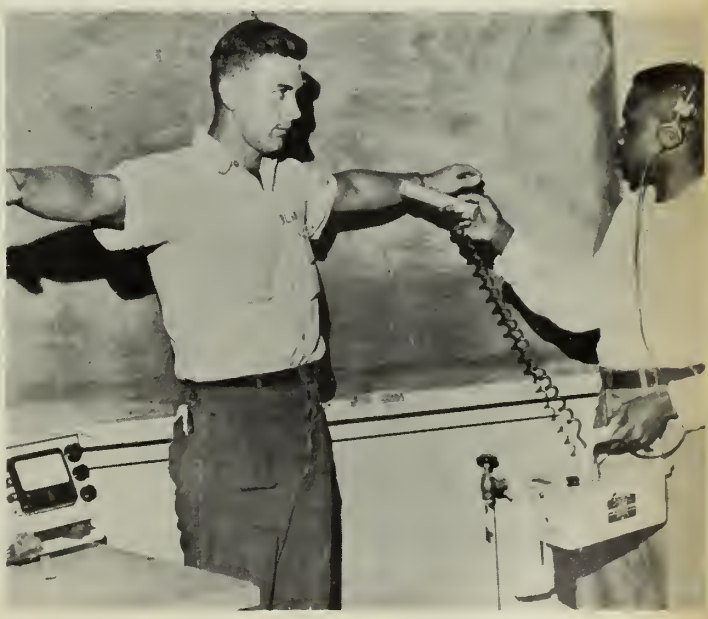
So far this year NAMTRADET 3009 has conducted four or five courses each at Dallas, Corpus Christi, Kingsville and Beeville, Texas; Olathe, Kans.; Grosse Ile, Mich.; and Twin Cities, Minn. Baker and Shircliffe return to their Memphis headquarters periodically to catch up on the latest concepts and techniques and to conduct more classes for students there.

Then they hit the road again for such places as Meridian, Miss.; New Orleans, La.; and Glenview, Ill., providing the best nuclear, biological and chemical warfare defense training possible by bringing the school to the students.

—Steve Welch, JO2, USN

WHEELY NOW—Rolling school takes NBC course to Navy units. *Below:* Students learn about radiation detector and drill with mask in tear gas chamber.

LIFE SAVER—The word is passed on function of gas mask. *Rt: Method* of checking for radiation is demonstrated.



FOUR STAR FORUM

Suppose You Were CNO for Sixty Minutes

Advancement Should Be Earned

As CNO for 60 minutes, there are several things I would look into immediately:

In every outfit where I have served, I've noticed that practically all the men have been recommended indiscriminately for advancement, with the exception of those that have been to Captain's Mast. (And in one case a man went to Captain's Mast, was awarded punishment, but was still recommended for advancement.)

There are a lot of people being recommended for advancement-in-rate when they don't even know enough to hold the rate they already have. As I heard one Chief say, "I recommended him because I didn't want to make him feel bad and, besides, who ever thought that he would make it?"

I would make it mandatory for a man to go to leadership school, prior to his advancement to second class. Not four years later.

When I first joined the Navy, the CPOs actually used to run the Navy. But now, with their sweating out recommendations for E8/E9, they are no longer the leaders they used to be. As CNO, I would discontinue the E8s and E9s. For one thing, the E7s are staying in for more than twenty so they can make E8. This is stopping the E6 from making E7; therefore the Navy is losing a lot of well-trained and younger people because they can't make rate. If the E6 can't make E7 where does the E5 go? Nowhere but to civilian life. To sum this up I believe that the E8/E9 program is hurting the Navy more than doing it good.

James W. Rauth, AE2, USN
NATTC, Jacksonville, Fla.

A Board of Senior Petty Officers

At one point in my Navy career, I was stationed at an activity composed of all branches of our armed forces. At this activity, there was a board consisting of approximately six senior petty officers, who were the personal representatives of the commanding officer and of the officers in charge of each service.

This board of senior petty officers convened once a month to hear problems that any person desired to present. In turn, that board met with the commanding officer to present those problems that the board had considered appropriate for presentation to the commanding officer for any action and/or comments he desired to make.

I believe that such a system should be instituted by each commanding officer within the naval establishment. It would give each of us an outlet for our ideas on improving efficiency, organization, operations, morale, and esprit de corps at each activity. In addition, we—each of us—would contribute toward the commanding officer's primary collateral duty, which is, of course: morale.

John O. Frye, YN1, USN
PATRON Nine

New Type of Reenlistment Bonus

My solution might sound like an over-simplification of the problem of retention, but it makes sense to me.

Why not present a man, as a reenlistment bonus, that sum of money needed to induct and train the man who must ultimately take his place? The sum would vary according to his degree of skill, as evidenced by his rate and rating.

A side benefit to the Navy would be the benefit of the man's service (if he did reenlist) during the time that it would have taken to enlist and train his replacement.

This would also have a built-in pro pay factor, about which there has been so much controversy. The critical skills would automatically get more because it takes more to train them.

Olin E. Nail, Jr., ADJC, USN
VC-4 NAS Oceana

Special Waiver Board

As the new CNO, I would inaugurate a special "waiver board" for exceptional cases requiring various waivers in career matters. This board would arbitrate the qualifications of special individuals after they have been recommended for various programs by their CO and perhaps by someone familiar with the problem.

Here's an example: Rather than tell a man who has the education, experience and background for a commission that he cannot be considered solely because he is too old, I would have his CO write a letter stating the reasons why he is recommending that the waiver board hear this man.

If the number of years is not too great and the man can be used to better advantage by the Navy, let the board approve his waiver.

All exceptional cases forwarded by commanding officers would be heard. By requiring the CO to recommend each such case, those cases that are not really exceptional would be eliminated.

V. J. Birbiglia, HMC, USNR-R
Mobteam 3-8, NRTC, Freeport, N.Y.

Home Buying, Trailers and Transfers

The desire to establish a home is often a deterrent working against the choice of a military career in the case of married personnel.

Frequent transfers do not create the proper investment climate for home buying. The Navyman would like a home for his family in order to maintain a semblance of family life, but the actual consideration of buying a home is a continuing problem. The serviceman has the prerogative of buying a house as he moves

from one duty station to the next, but is this practical? Will there be a mortgage-free home available upon the occasion of retirement? The alternative, rental housing, will permit family unity, but no investment.

Another alternative which only recently could be considered is the purchase of a mobile home. In this respect, an investment can be made; however, there is still not adequate provision to defray the expenses incurred in transfer. The mobile home owner loses his dislocation allowance and must pay the difference in costs above the allocated allowance.

Career retention could be enhanced by more equitable payment at time of transfer to permit proper investment of capital as well as full payment of costs involved in transfer. In this manner, better financial arrangements could be made to provide for one's family at time of retirement—a definite advantage in a military career.

Thomas R. Evans, HMC, USN
MCRS, Charleston, W. Va.

Cross-Rating at E-7 Level

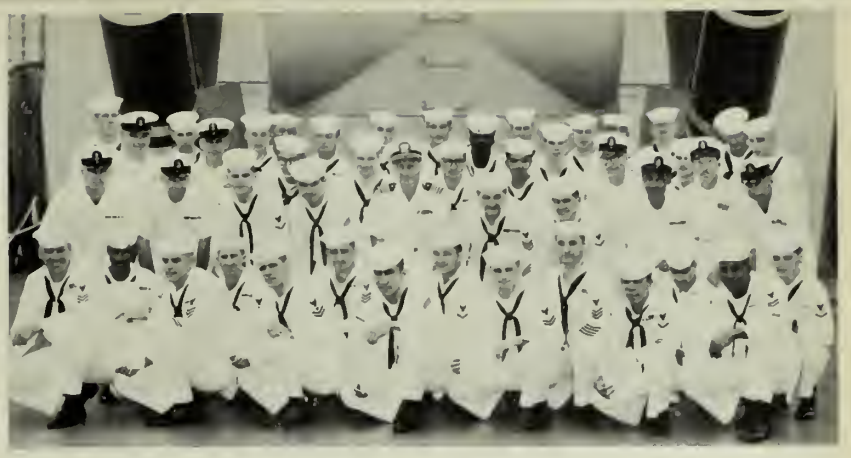
Seems to me that the Navy is missing a good source of talent for filling the critical ratings. The Navy's policy is to deadline a man when he reaches E-7 with over 12 years in his career —that is, he cannot convert to another rating.

I believe this is the wrong approach to take. Determining a man's capabilities for assimilating new ideas and concepts merely on the basis of rate and time in rate leaves many critical ratings open when they could be filled by competent E-7s and over. Conversion should be based on the individual man's potential and not by lumping us all together into one mass.

Some officer programs are available to us but there are a lot of E-7s, -8s, and -9s who don't want to become warrants or officers or to sit around counting the days to retirement.

Many men don't relish the idea of spending the rest of our careers in limbo, and will throw 13 or 14 years of service away because of this fact. We want an opportunity to go into a new and exciting field. I know the Navy would benefit from this line of action by gaining experienced leaders in the new ratings.

So, if I were CNO for sixty minutes I would remove the "E-7 with over 12 years" limitation set on conversion programs. Let's use the real career man to his full capabilities. He's not stupid. He can learn new tricks.



James T. Wainwright, SMC, USN
Chula Vista, Calif.

Revision of WO Selection

If I were CNO for an hour I would revise the program of advancement and selection to Warrant Officer status as follows:

- Minimum service requirement of 10 years for pay grades E6/E7 only.
- Maximum age limit 35.
- Discontinue the Officer Battery Test and provide in its place an examination consisting of technical, professional and personnel management background. The Officer Battery Test would be retained and given to all Warrant Officers upon application to Limited Duty Officer (T).

Reduce the number of initial application documents.

Under this program E7 personnel

An Invitation from Topside

Do you have a pet project that you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.

Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.

What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?

With the blessings of the Chief of Naval Personnel, CNO and SecNav, ALL HANDS *is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?*

The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D.C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters. (If you prefer that you be identified by initials only, please so indicate.)

This is a golden opportunity to provide a forum for your ideas.

The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy.

Here is another installment. Keep your ideas coming.

would be provided a path of advancement thru pay grades E8/E9 or Warrant Officer. The service would realize more fully 10 years' commissioned service from personnel selected. The professional examination in lieu of the Officer Battery Test would allow selections to be based on professional, technical and leadership qualities necessary within the given warrant categories.

Reduction of required documents submitted by each applicant under the present program outlined in the current BuPers Instruction would result in considerable savings in work, money, time and paper considering an approximate number of 10,000 annually as compared to approximately 1000 selectees.

Kenneth M. Schurr
Sonoma, Calif.

Standardization of Navigation Forms

In the interest of better training and use of so called "short-cuts" used in computing navigational problems, I suggest a standardization of navigation forms to be used throughout the U. S. Navy. I have received a cruise manual from the U. S. Naval Academy for navigational training of midshipmen which is somewhat different from what is normally used aboard ship.

Through the years I have seen many types of forms used and I find that a real need exists for standard forms to be compiled and possibly printed up for U. S. Navy ships, somewhat resembling the "Captains Night Order Book" or the QM Notebook and disseminated throughout the Fleet. If this were to be done I am sure the navigation people transferring from one command to another would better understand all the information to be used.

Robert W. Ridley, QM1, USN
USS Wedderburn (DD 684)

Assignment of Career Personnel

If I were CNO for one hour I would direct my attention more to career personnel than to the first termers. I say this not only because I am career designated, but because the career sailor is the backbone of the Navy.

One privilege I would definitely try to obtain for all career personnel is the assignment of career personnel to their choice of duty stations

or home ports—upon reenlistment. Thereafter, when any further assignments are necessary, keep the career sailor as close to his choice of duty as is possible, consistent with the needs of the naval service.

Naturally, this kind of proposal would not work for all of the people all of the time. The Seavey-Shorvey doesn't work all of the time either. It would neither be practical, nor good policy, to keep a seagoing sailor in Olathe, Kans., just because his home is there, but it would be a shot in the arm for a man's morale if he was shipping over and could pick his next station or home port.

Robert E. Pastre, SF1, USN
CNATRA, Pensacola, Fla.

Where Are the Results?

The Four-Star Forum is a fine idea, but I have a couple of questions: Are these various proposals we read about going to get any results from CNO and, if so, when will the results be seen in the Fleet?

J. M. Fussell, EMC, USN
New London, Conn.

If you'll check the box on page 23 you'll notice we point out there that "The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry, we cannot reply directly to your letters."

Obviously, where an idea might involve a Navywide change, it cannot be put into effect the instant it is received. But you can be sure, if a proposal makes good sense from all the angles that must be considered, the Navy is not going to turn it down just because it's something new.—Ed.

Give the Men a Break

Here are the major obstacles which I believe will have to be overcome before any progress can be made in retaining the caliber of men the Navy truly needs.

In the majority of commands, well over 50 per cent of the first enlistment personnel are not aware of the opportunities offered to them through the various programs. This problem could be solved by setting up a standardized indoctrination program to be implemented at all commands. The program could be the responsibility of the Educational Services Officer or the Career Appraisal Team.

It is difficult to maintain the proper motivation and incentive toward a naval career when personnel see hard work and study going down the drain due to ceilings. For example, my own case is hardly unique. Recently my exam profile card was returned from my last command and on the back of the card was a note from the Personnel Officer, "If I got a card back like this one, I would change my rate."

Of course he doesn't realize that I can't change my rate. Although it is not a critical one, it is not on the list of recommended rates to change. Getting back to the card, out of 10 subjects that we were tested on I received seven superiors, two excellents and one high average and yet I was not advanced.

The only solution that I have to offer to this problem is to get rid of some of the dead weight, and believe me when I say that all rates have their share. The only effective way to do this is by tighter restriction on the advancement recommendations.

In most commands a man has only to complete the required courses and his practical factors for the next rate, and he is recommended. Part of this could be eliminated by tightening up on the semiannual evaluations, but as to a solution on how to distinguish

between an on-paper qualified and an actually qualified man I can't say. I do know that it is awfully hard to swallow the fact that a man who may not have passed a rating test for several years can be promoted the first time he passes, while a man who has less time in service and continually passes with high marks cannot be promoted.

In the aircontrolman field and, I am certain, in many other fields where a man's ability could adversely affect the safety of a shipmate, it is of the utmost importance for the man to be both physically and mentally alert when he reports back to duty.

In some areas where there is very little liberty if any, the men are forced to travel long distances for recreation. This normally results in one of two situations, and the most important is the accident rate. Normally in this situation the cause is extreme fatigue. The other result is a robot at work. At present I am stationed at NAS Key West and many of the men that work for me are single. The sailors like to make the trip to Miami and, although they may only make this trip once a month, there is always the chance of an accident or of a robot reporting for work. I don't feel that it would hurt the Navy's efficiency if these men were allowed a 72 once a month, and it would certainly give them something to look forward to. This could also be based on merit, although it would be left up to the discretion of the command.

Since my first enlistment in the Navy the housing situation has improved immensely. The only complaint I have in this area is that often personnel are required to forfeit their full BAQ for substandard housing in an area where the maintenance and all efforts to improve are directed to the more modern Capehart housing. This situation exists here in Key West. Also the other branches of the armed services recently have taken over so much of our housing that it puts a great many more of our men at the mercy of private rentals.

A number one problem is the pro pay scandal. I call it a scandal because I don't believe that it has helped to keep anyone in but I know it has driven many out. All I can say, is that I wish you all the luck in getting that problem squared away.

Another problem: On each change-of-duty-station there is a great expense incurred by the individual. Part of this is covered in the travel pay and dislocation pay he receives; however, this amounts to only a small percentage of the actual cost. Motel bills plus meals amount to quite a large figure not only in traveling, but also after you reach your destination and are looking for a place to live.

I have written this letter not to criticize the Navy but in the hope that it will help others to know the problems of Navy life which affect the morale and well-being of Navymen.

I have nine years in the Navy and I really feel that it is a great outfit. I am considering leaving the service in December mostly due to the advancement problem. As I explained before, I felt there was little if any use in the long study hours I spent in preparation for the exam since my card indicated that I was superior in most of the subject matter and yet I could not be promoted. My problem in the advancement area is shared by many in various rates, the men with eight to twelve years who make high grades and still have little chance for promotion, with the exception of a few rates.

I would like to thank you for this opportunity to relate my feelings on what to do to improve the Navy and thus retain the needed men.

R. C. Hardy, AC1/AC
NAS Key West, Fla.

24 Hours Not Enough

Proficiency Pay—Surely it must have occurred to someone that much bitterness and resentment could be removed if this supplemental pay were called Technician Pay or something along that line. The change to the term "Specialty Pay" has not been complete nor effective. A YN does not like to think he is less proficient than an FT. Proficiency Pay has been a misnomer from the start.

Enlisted Promotions—The DOD restrictions on the numbers of petty officers in each pay grade has been publicized but DOD has not explained the necessity for these restrictions. It makes sense to no one that the Navy is permitted to increase its enlisted strength by 11,000 non-rated personnel and no petty officers. How thin can we spread our talent? I'd like to see the current rationale on the percentage limitation on petty officers.

BAQ and Dislocation Allowance for Single Officers—BAQ for single officers ends on the day of detachment from permanent duty station. Dislocation allowance is not paid to single officers.

Both situations are inequities.

Single officers still require a roof over their heads on leave and in transit. Those who have occupied quarters ashore are just as dislocated as their married counterparts.

During my last PCS, I had to dispose of and replace all items in aerosol cans, all flammable items and all liquor plus food items which might spoil or attract insects en route. I had to purchase new household items. I do not live ashore out of choice—there are no adequate quarters available. Recommend single officers draw BAQ when in transit and that single officers drawing BAQ at both ends of the transfer also get dislocation allowance.

Housing—Much more emphasis needs to be put on building decent barracks ashore for enlisted personnel. The Navy is not taking adequate care of its men. I would rather see our men decently housed than see a man land on the moon in 1970. Scuttlebutt has it that the Navy is planning on a big barracks construction program. If so, I hope we can sell it to those who appropriate the necessary funds.

Military Justice—The quality of justice in the Navy still leaves a lot to be desired.

I believe military justice should follow the practice now common in civilian courts where sentence is not pronounced until a full probation report is received. The sentencing courts should have all pertinent facts on hand when sentence is pronounced. Otherwise, how can a just sentence be pronounced?

Internal Information—As a member of the Defense Establishment I expect to be somewhat better informed on what is going on within the establishment and what will go on than my civilian friends. I find, however, that often my only source of news is the civilian press. The information which does filter down through official channels is not news by the time it reaches me—it was published long ago in a newspaper or magazine.

Public information offices seem to be concerned solely with furnishing news to the civilian press. Commanders are responsible for keeping their men informed. Why don't they?

Working Conditions—Recognizing the limitations of shipboard space, my comments are confined to working conditions ashore. These conditions generally are not comparable with private enterprise. Spaces are often crowded, noisy and not air-conditioned. How long must we put up with this situation?

Medical Care—A military member stationed in the Pentagon could go to the Army dispensary and obtain aspirin, nose drops and cough syrup without getting a prescription. This is not possible at Navy dispensaries without seeing a doctor. The result is we cold sufferers take our business to a civilian drug store or Navy Exchange. Who wants to wait in line to take up a doctor's valuable time for a stuffed-up head? Or a headache? Let the corpsman make a record of what was given to whom but let's not waste the doctor's time.

Work Simplification—Having been in the personnel business for some nine years, I've become aware of a rapidly increasing complexity in the field of personnel administration.

Many Department directives on subjects such as accounting data are so complex they are beyond the comprehension of the great majority of the enlisted personnel who have to use them. Directives on pay matters are so diverse that the poor personnel officer doesn't know where to look for answers. Is it in *JTR? NTI? NavCompt Manual?* (usually not available) BuPers directive? SecNav directive? NavCompt decision?

In many cases, part of the answer is in one and part in another with no cross-reference in either. Every time new legislation is passed on pay matters, another directive is issued which usually leaves many unanswered questions. I have a suggestion: let the legislation drafters and directive drafters seek the advice of those who will have to work with it. A good example is Family Separation Allowance.

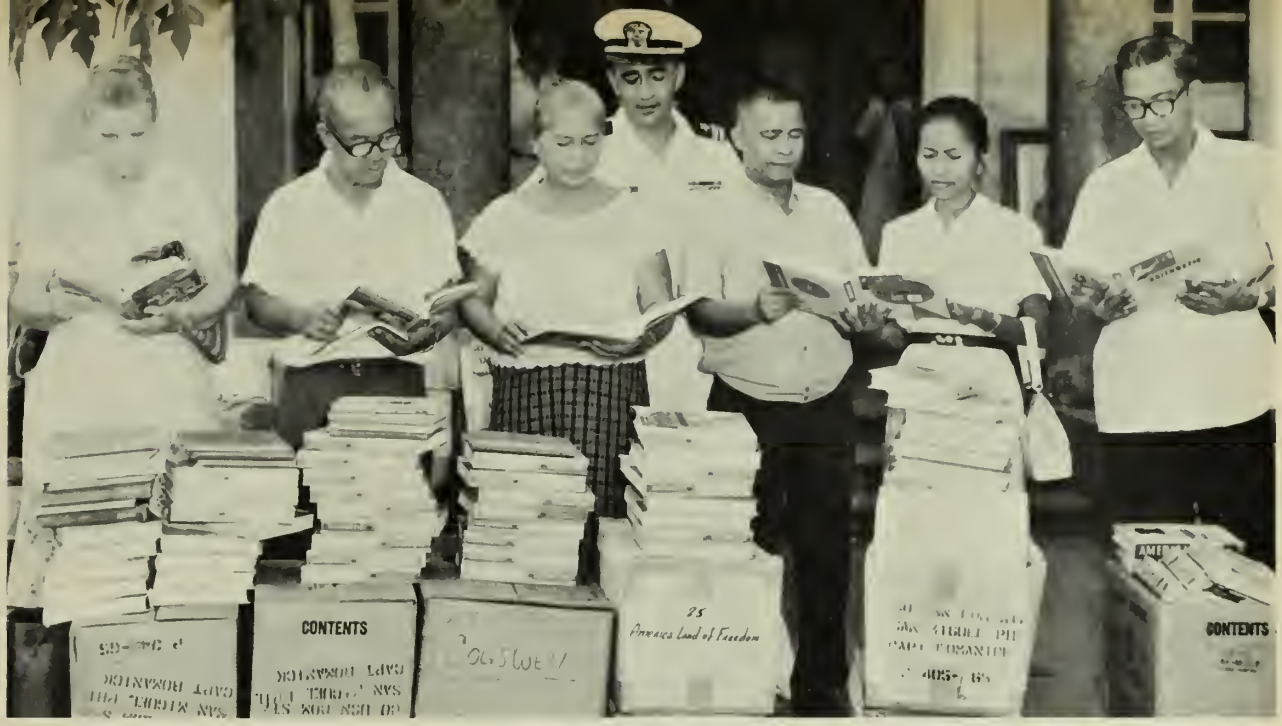
One of the best solutions to date to the problem of multitudinous directives is the *Enlisted Transfer Manual*. Unfortunately, since its issuance, many additional directives have been promulgated which could and should be incorporated therein. Examples are directives on transportation (port call procedures) and on screening personnel before transfer overseas.

I would like to see all pertinent directives incorporated in the *Trans-Man*. I would also like to see the publication of a single authoritative manual on matters concerning pay and allowances, one which can be read and understood by the average DK, PN, and YN. This manual needn't contain detailed instructions on pay records. It should contain all ground rules for entitlement to pay and allowances.

Similar publications might be considered for other subjects such as transportation.

Sixty minutes as CNO? Twenty-four hours would hardly be sufficient!

LCDR Allyn R. Thompson, USN
Pearl Harbor, Hawaii



Gesture of Friendship

THROUGHOUT THE WORLD wherever Navymen visit or are stationed, the people of the host country have learned that the typical U. S. Navyman is a friend ready to lend a helping hand. Participation in Project Handclasp is one of the reasons that these people have come to feel this way.

Project Handclasp is a program designed to distribute needed materials to the people that need them. Items delivered from the United States include such things as books and school supplies, paint, medicine and farm tools, as well as toys and candy for children.

A good example of one of the many Navy units participating in this project is the U. S. Naval Communications Station, San Miguel, Zambales, Republic of the Philippines. These Navymen have received and distributed to the local communities many items sent by the people of the United States by way of Navy ships.

Top: School books are given to Philippine town and school officials. *Right*: Candy delivered by Navymen is passed out to children. *Bottom Right*: Project Handclasp material is loaded aboard Navy ship in San Diego, Calif. *Bottom Left*: Navymen offload gifts in Philippines for delivery to the local people.

TODAY'S NAVY

Popular Puddle Jumpers

In an era when most aircraft are fast and sleek, the Navy has many names for the helo, none surprising and most diminutive: chopper, egg-beater, whirlybird, windmill, puddle-jumper . . .

They are also called angels.

Helo squadron logbooks are full of reasons why. Helicopter Combat Support Squadron One, for instance, has made 1000 rescues. A crew member of this squadron once earned the Medal of Honor. Three men are winners of the Navy Cross. Five wear the Silver Star. Two have the legion of Merit. Thirty-eight won the Distinguished Flying Cross. Two were awarded the Bronze star. One hundred and sixty have earned the Air Medal.

HC-1's lifesaving missions have been diverse. Many have been dangerous: several during the Korean conflict took place under close fire from enemy forces. (An attempted rescue in "Bridges at Toko-Ri" is based on an account in the squadron's file.)

The majority of the squadron's rescues have been of Navy pilots downed at sea.

It seems highly probable that an aviator, down at sea, lost, hungry and perhaps injured, was among the first to call them "angels."

GOOD WORK of LT G. W. Mau is shown by Distinguished Flying Cross for bombing of North Vietnam bridge.

GOOD JOB—Robert C. Sheats, TMCM, receives Legion of Merit and congratulations of Secretary of the Navy Paul H. Nitze for work in Sealab II project. Citation was for exceptionally meritorious service as aquanaut team leader.

Ships Return to Active Duty

There was a dual recommissioning ceremony in Long Beach, not long ago. The inshore fire support ship *Carronade* (IFS 1) and the medium landing ship (rocket) *White River* (LSMR 536) once again became active ships in the Navy.

Both ships are designed to support troops in amphibious landings. Their main armament is rapid fire rocket launchers.

Carronade was first commissioned in 1955, and in 1960 she was decommissioned. The only ship of her type, *Carronade's* armament includes one 5-inch/38 caliber gun and eight five-inch rocket launchers. She is 245 feet long, has a beam of 39 feet and displaces 1500 tons fully loaded.

This was the third time *White River* has been put in commission. The first time was back in 1945 (then the next year she was decommissioned). In 1950, she was recommissioned, and in 1956 she again joined the Reserve Fleet.

White River is equipped with one 5-inch/38 caliber gun, four 4.2-inch mortars and ten 5-inch rocket launchers. She is 197 feet long, 34 feet wide at the beam, and her full load displacement is a little more than 1000 tons.

Two additional LSMRs, *Clarion River* (409) and *St. Francis River* (525) had been recommissioned earlier in San Francisco. Both have similar dimensions and armament to *White River*.

All four ships were reactivated with no major structural changes. They are scheduled to deploy with the Pacific Fleet.

Construction in Naples

There is quite a bit of roaring, clanking, hammering and tapping going on in Naples, Italy. About eight million dollars worth. It's the result of construction aimed at consolidating most of the Navy's activities in Naples.

If you have been there before, you may recall that the Navy activities were spread over a considerable area (and they still are). Within three years that will not be the case.

At that time, should you happen

to be passing through Naples, or should you be assigned duty there, here's what you may expect to find:

- A seven-floor administrative building for the Fleet Air Mediterranean and the Naples Naval Support Activities commands. Other activities also will be located here, including the headquarters for the Mediterranean section of the U. S. Coast Guard.
- A 450-man Navy-Marine Corps barracks with armory, mess hall and hobby shops. This will be a square building, three floors high with a center garden patio.
- A combination chapel/theater seating 500.
- A public works and transportation compound.
- A supply warehouse, which already is in use.
- A navy exchange and commissary store which also is in operation.
- And a new station hospital which will be ready for use next summer.

Although there are some new buildings in use now, the main movement will take place in 1968 when the barracks, administrative building and the chapel-theater will be ready.

Weekend on the Town

It was a long wait, but worth it. Henry Nash, a uss *Yorktown* (CVS 10) sailor who became his ship's Man of the Month earlier this year while the carrier was in WestPac, finally collected his prize—a weekend on the town in Los Angeles, expenses paid.

Henry, a third class boatswain's mate, had waited patiently until *Yorktown* returned to the U. S.

The big weekend, sponsored by the Beverly Hills Council of the Navy League, began at noon on a Friday recently, when Nash checked into a Beverly Hills hotel.

After an afternoon of planning and arrangements he was treated to a big dinner in a dining lounge high atop the hotel, where he had a panoramic view of the city.

After dinner Nash took a short spin up Hollywood way in a 1965 automobile which had been rented for him by the sponsoring organization. Afterwards, he relaxed in the hotel's lounge before retiring to his room.

The following morning Nash became a guest of the motion picture industry and was escorted through the largest motion picture and television studio in the world. During the tour he saw the sets used in filming several favorite TV series.

GOOD MAN—Hugh T. McDougall, PC3, was named *USS Yorktown* White Hat of the Year for his work as liaison postal clerk for the carrier.

Saturday afternoon was to have been spent at a ball game, but the game was canceled because of rain. Nash returned to his hotel and watched football on television.

That evening Nash was entertained by a trio of Mexico's finest guitarists while he dined. After dinner he was a guest on a television show. Next was a visit to a Sunset Boulevard nightclub, and a swinging night ensued.

Sunday morning was spent at the hotel, following breakfast in bed.

A WINNER—H. B. Nash, BM3, USN, checks in at hotel in Beverly Hills for 'Dream Weekend' he received for being picked man-of-the-month aboard carrier *USS Yorktown* (CVS 10).

Then it was into the new car again and out to Dodger Stadium for an afternoon of baseball. After the game, the Navyman checked out of the hotel and returned to the ship.

Somehow, the daily routine seemed to have less kicks.

Helicopter Squadron

Although student helicopter pilots in the Navy's Helicopter Training Squadron Eight, Ellyson Field, Pensacola, are for the most part experienced Fleet pilots, they still spend the first part of their training program learning to solo.

For most embyronic pilots, a solo flight represents the high point of their training. At Ellyson, however, it only represents mastery of the TH-13. From there, Ellyson students graduate to the UH-34 heavies used today in Vietnam.

The squadron's students are not novices. They knew well the difficulties encountered before they were allowed to solo in fixed-wing aircraft, and learning the peculiarities of the helicopter is a tough job even for veteran Fleet pilots.

There are, of course, numerous mechanical differences—but the real difficulties begin after the chopper is airborne. A helicopter can, for example, stand dead still in the air, an act which no fixed-wing pilot in his right mind would attempt. There is an extra control stick, which means operating two different control systems absent in a conventional aircraft.

This type of flying has been compared to balancing a steel ball on a broom straw, but in spite of the difficulties, the student at Ellyson learns to fly solo after 11 hours of dual flight time in a primary trainer.

On the 12th hour, the instructor is replaced with three 50-pound bags of sand which help to balance the aircraft in the instructor's absence. The student lifts his chopper from the deck and flies to a remote site to practice the techniques he has learned during his first 11 hours.

Proof that the flight has been successful is that wide solo grin all over his face. Even so, he has several more dual and solo flights in the TH-13 ahead of him.

After the first stage of training is complete, the student goes on to instruction in the UH-34 heavies which he will probably see a lot of in the workaday Navy world.

—Donald F. Rhamy, J02, USN

HOW IT WORKS—Seabee Paul St. Cyr explains operation of motor grader to students in road-building course taught in Baoro, Central African Republic.

Seabees Can Teach, Too

Two U. S. Navy Seabees have been teaching in the Central African Republic as part of a U. S. AID program to aid the young country in its development.

For nearly a year, Charlie Taylor, master chief construction mechanic and Paul D. St. Cyr, equipment operator third class, have taught employees of the African nation's Public Works Ministry details of road construction and maintenance at a training center in Bangui, C. A. R.

The curriculum also includes training as mechanics, truck drivers and bulldozer and motor grader operators.

Students at the training center receive six months of instruction, then work together as a unit for six additional months, putting their classroom knowledge to practical use. Then they are assigned to a regular Ministry of Public Works maintenance crew.

Several outstanding students have been selected to receive advanced training so they can serve as instructors for future classes.

Taylor and St. Cyr are members of Mobile Construction Battalion Four, homeported at Davisville, R. I. They were recently relieved by five more MCB 4 members, who were sent to Bangui to help in the last phase of the program while Taylor and St. Cyr moved on to Baovo to set up a similar program.

Grounds, equipment and support for all the center's activities have come from the C. A. R. The U. S. has provided the Seabees and training equipment.

Thirty students have been given the training since the program began. Additional students and equipment are scheduled to be sent to the centers later this year.

Big Mamie Back Home

The battleship *Massachusetts* (BB 59) has fought her last battle and made her last cruise. But her days are far from over. She has just begun her second career as a floating World War II memorial at Fall River, Mass. (See page 9.)

Back in 1963, a few former *Massachusetts* crew members learned of the Navy's plan to scrap the ship. Forming a committee, they soon had a campaign underway in which eventually more than half a million people contributed their time and money to save *"Big Mamie."*

There were, of course, many problems to overcome. Perhaps the biggest was 680 feet long—namely, where could the battleship be berthed? Originally, the committee had planned to berth the ship in Boston, but pier space was at a minimum. There wasn't much choice but to look elsewhere. Permanent berthing facilities were offered at

DISCUSSION—Seabees Taylor and St. Cyr discuss maintenance. *Right:* Taylor observes African trainee using loader.

Fall River (about 50 miles south of Boston), and the committee accepted.

BB 59 is the fourth ship to bear the name *Massachusetts*. Built in the state for which she was named, *Massachusetts* was launched 23 Sep 1941 and commissioned the following May.

Her war record speaks for itself. She earned 11 battle stars and awards for her action in the North African Occupation, Gilbert Islands, Marshall Islands, Asiatic-Pacific raids, Leyte, Hollandia, Luzon, Iwo Jima, Western Caroline Islands, Okinawa and raids against Japan.

Not long after WW II was over, *Big Mamie* entered Norfolk Naval Shipyard for inactivation overhaul and subsequently was assigned to the Atlantic Reserve Fleet at Norfolk. She remained inactive until 17 May 1962, at which time the Navy decided to scrap her.

Wingless, Friendly Loudmouth

Helicopters have never been noted for silent running, but at least one chopper flown by airdales at NAS Cubi Point in the Philippines has been specially wired for sound. The helo has a bellow which would put a boot camp D. I. to shame.

The helicopter is a new UH28 which has been equipped with the latest in search and rescue devices, not the least of which is the noisemaker.

Called a loud hailer system, a set of loud speakers and amplifiers enable the crewmen to give instructions to men on the ground and in the water. It amplifies enough to make the speaker's voice audible over the popping, swishing, flapping and general racket of the whirlybird.

Though this may seem a loudmouthed approach to the communications problem, it comes in very handy when sending instructions to people below who can't understand hand and flashing light signals.

Another new rescue device incorporated in the helo is the fishpole. It's a long boom which is usually carried folded back against the fuselage of the aircraft. Before a lifting operation, the boom is swung forward, suspending the cable eight feet out from the aircraft and making it possible for the pilot to watch the progress of the operation. Older hoisting equipment was located out of sight of the pilot, either under the aircraft or against its side.

LOTS OF PULL—Men of MCB 9 pull section of bridge in place in Vietnam.

Bridge Over River Tourane Built for Keeps This Time

The bridge over the river Tourane is essential to military operations in Da Nang, South Vietnam. Though it has proven durable in recent years, it has had more than its share of hard knocks.

When trouble strikes, Seabees move in quickly to set things right.

A few years ago the Viet Cong knocked the bridge out of commission, but it was soon repaired.

Misfortune struck again last November when floods washed away some of the bridge's sections.

The string of mishaps grew recently when a construction vehicle accident caused further damage to the bridge.

Several pontoon rafts and small landing craft were pressed into service as ferries, to move military and civilian vehicles across the river. But it was an urgent necessity to reopen the bridge.

The job of repairing the bridge was assigned to Mobile Construction Battalion Nine, which is deployed to Da Nang. MCB Nine steelworkers and builders set to work around the clock on an extensive repair job.

Vietnamese armed patrols occasionally threaded their way through the construction workers as they headed for positions at the Da Nang defense perimeter.

The Seabees' big job was to replace four 70-foot sections of the single lane bridge. This entailed jacking up each section and placing rollers underneath. The old sections were then pulled off one end of the piling and disassembled one by one, as a new section was added at the opposite end. It was a ticklish operation, because one slip could spell big trouble.

The chain continued until all new sections were set in place.

MCB Nine Seabees, with an assist from MCB Three, had the bridge open for usual traffic in 16 days. Once again, the bridge is durable. **—Bob Jordan, J0C, USN.**

PASSING—Vietnamese soldiers cross bridge on way to Da Nang perimeter.

FIVE-MINUTE plane wash at NAS Patuxent washes spray from engines.

How to Wash an Aircraft for Ten Cents

All Pax River really needed was a good, 10-cent plane wash.

It all began a few months back when BuWeps began worrying about corrosion on T-56 aircraft engines. Their concern resulted in special instructions to all commands which had T-56s: The engines were to be carefully checked for corrosion around the magnesium inlet housings (which scoop air into the engine manifolds) and, if corrosion was discovered, a protective coating was to be applied.

NAS Patuxent River, Md., flies T-56 engines. Someone at Pax sharpened his pencil and calculated the instructions would eventually cost the command about 25,000 man-hours. That's when Lieutenant Robert Morris, a local aircraft maintenance officer who likes his liberty as much as the next man, began to get that old "There Must Be An Easier Way" feeling.

LT Morris wasn't the first airdale to find his style cramped by corrosion. The problem hampers virtually every Navy squadron, especially those which fly their aircraft at low altitudes over the sea. Salt spray, which can rise quite high above the surface, accumulates on leading edges such as inlet housings. In a few hours the salt accumulation hardens, and later causes corrosion.

The Navy, of course, does have a method of combating the problem. That method, as any junior airman can tell you, is elbow grease. Aircraft are periodically scrubbed by hand to remove the dry, hard salt deposits. Trouble is, aircraft are not easy monsters to bathe and washing takes time, so the scrubdowns can't be given as often as necessary to conquer corrosion completely.

Back to Pax River and Lt Morris. The officer had past experience with helos, and he remembered a trick used by helicopter pilots to protect their birds from salt spray. After completing a mission over water, the whirlybird drivers would try to locate a rainstorm. If conditions were favorable (wet), they'd fly through the downpour and rinse off the salt before it had a chance to dry. Carrier jet pilots sometimes do the same.

Consequently, the maintenance officer decided to build a rainstorm. According to his theory, aircraft returning from flights would taxi through a fresh water spray. Less salt would accumulate between scrubbings and the incidence of corrosion would drop.

The lieutenant arranged for his plane wash to be constructed by the base public works department, from surveyed parts. He received permission from COMFAIRWINGSLANT to use three aircraft from VP 44 and put his rainstorm through a 30-day trial.

During the month, each time one of the guinea pig aircraft returned from a flight it would taxi through the plane wash. One side would be thoroughly rinsed with fresh water and the other side left untouched.

The results were just like a toothpaste commercial. On the unrinsed side: corrosion. One the rinsed side: little or none.

A conference was called at Pax River to study the results. The experts, obviously impressed, arranged for the Navy to finance a fully automatic, self-draining unit with an 80-second rinse cycle.

Immediately following each flight, aircraft are now taxied through the wash and drenched by 660 gallons of plain water each minute. Thrashing props send the water spray rushing through the engine inlets at every point at which salt spray had come into contact.

It costs the Navy 10 cents to wash one aircraft. So far, no one has calculated exactly how much money has been saved by the greatly reduced corrosion problem.

Friendly Target

Firefish may be a target boat, but it isn't much of a target. Take this little 17-foot boat some 7600 yards away, and have it skimming along at 30 knots (remote-controlled of course), and you have some idea of what the gunners aboard the destroyer USS *Brinkley Bass* (DD 887) were up against.

It took them quite a few rounds to do it, but the *Bass* gunners did hit the little *Firefish*.

As you well know, Navy ships normally don't go around firing on 17-foot boats. In this case, however, that's exactly why *Firefish* was made. Following the Gulf of Tonkin incident in which two U. S. destroyers were attacked by North Vietnamese PT boats, the Navy wanted a target boat which would give gunnery crews a chance to practice at small, fast-moving targets.

Does *Firefish* provide such training? Ask the CO of *Brinkley Bass*.

"Most realistic training exercise available today," says he. And since his ship was the first in the Navy to hit the remote-controlled target, he ought to know.

Treasure Island Rodeo

Brahman bulls on naval stations and sailors on horses aren't exactly normal, but they are a common sight at U. S. Naval Station, Treasure Island, Calif., every summer.

This year thousands of Navymen,

dependents and civilians packed the grandstands on the island's athletic field to witness the Treasure Island Rodeo.

The Navy version wasn't much different from any other rodeo. But, in addition to the traveling cowboys who attended, contestants included some hardy sailors who cast their boondockers and whitehats aside for cowboy boots and ten-gallon hats.

As did their civilian counterparts in the competition, the Navymen mounted hand-tooled saddles on bucking broncos, rode wild brahman bulls and tried their hands at calf-roping.

Other entertainment during the two-day event included the Twelfth Naval District Band, the Navy Schools Command Drill Team and a demonstration of Air Force sentry dogs.

The rodeo idea originated at Treasure Island a year ago, and two of the events have been held since. Special Services officials there are pleased with the results, and have slated the rodeo on an annual basis.

If you're of a hardy nature and are headed toward San Francisco soon, take along a pair of boots and a string tie—you can use them at Treasure Island.

Buccaneer Gets Fair Trial

The last time a *Buccaneer* went to sea under an American flag was—believe it or not—just several weeks ago. It was the *Buccaneer* S, Mark 2, a British high or low level attack aircraft, somewhat comparable to the U. S. Navy's new A6 *Intruder*.

The Mark 2 is a recently completed, improved version of the original *Buccaneer*, which underwent evaluation trials in the early 1960s.

USS *Lexington* (CVS 16) assisted in the recent carrier evaluation trials, accepting the British plane and test crews aboard for four days. The Royal Navy team was accompanied by several technicians from the U. S. Naval Air Test Center, Patuxent River, Md.

The *Buccaneer* is a strike aircraft, capable of long range photo reconnaissance missions as well as delivery of a variety of weapons. It has a 42½-foot wing span and is 62 feet long.

Cross-decking aircraft of other nations on U.S. carriers is a common exercise of late, in view of increased combined operations under treaty agreements.

OLD TIMERS—Combined service of retired Navymen totals nearly a century.

Two Navymen Chalk Up Nearly Two Centuries

Two of the Navy's most senior retired members got together at San Diego recently and talked over old times. There was a lot to talk about for Richard H. Jackson, ADM, USN (Ret), is working on his one hundredth year while Harry Morris, TMC, USN (Ret), is, relatively speaking, just a kid of 77. Between them, they had seen nearly a century of active service in the Navy.

Admiral Jackson entered the Navy as a cadet at the U. S. Naval Academy in 1883 and, after a long and distinguished career during which he commanded USS *Virginia* (BB 13), Battleship Division Six of the Pacific Fleet, and eventually was assigned as Commander in Chief, Battle Fleet, he retired in February 1930 with a chestful of medals including the Navy Cross.

Chief Morris, although younger, has an edge on the admiral as far as years of service to the Navy are concerned. The chief enlisted as an apprentice in 1903 at the age of 15 and served until 1958. Some of his service was so long ago that he remembers when U. S. Navy ships were painted white and yellow (except in wartime) with white the predominant color. This was well before President Theodore Roosevelt sent the Great White Fleet around the world.

Incidentally, in 1907 and 1908 when the Great White Fleet was circumnavigating the globe, Chief Morris was there, too.

According to the chief, as an apprentice, he learned to take orders and to obey. As the years went by, he learned to give orders and assume responsibility. And what it meant to be a Navyman and an American.

LOOKING GOOD—ADM Jackson and Chief Morris pose with beauty queen.

SERVICESCOPE

Brief news items about other branches of the armed services.

WASTING NO TIME—Jet bomber prepares to be refueled in flight by KC-135 jet tanker. High-speed refueling boom feeds the B-52 at the rate of 1000 gallons per minute.

THE ARMY'S NEW *Tow* antitank missile, still under development, is described as a major improvement over existing weapons used against tanks and gun emplacements.

The supersonic *Tow* can be carried by troops and fired from a simple, lightweight launcher mounted on a tripod. It is also adaptable to a variety of ground vehicles.

It is highly accurate. The gunner does not have to estimate angle, range or speed of his target. He merely aligns his target on the cross hairs of a telescopic sighting device. After the missile is fired, the gunner tracks the target with his sight. Signals are automatically transmitted through a two-wire link from the sight to correct the missile's course.

Tow gets its name from the description Tube-launched, Optically-tracked, Wire-guided missile. It is the first supersonic missile guided in flight by means of a two-wire link between the launcher and the missile.

In a recent test, the missile scored bull's-eye hits on tank-size targets more than a mile distant.

TRANSPORT AIRCRAFT at Hickam AFB, Hawaii, have logged more than 600,000 accident-free flight hours during the past nine years. Airmen in Hickam's 1502nd Air Transport Wing (MATS), justifiably proud of their achievement, claim the safety record is unbeaten by any flying unit, military or civilian.

The 600,000th flight hour was logged by a C-124 *Globemaster*. The four-man crew, members of the 50th Air Transport Squadron, were given certificates of achievement.

★ ★ ★

AN ADVANCED VERSION of the *Zeus* antimissile missile is now under development. This new long-range *Zeus* will be one of two interceptor missiles in the Army's *Nike X* system. (The other is the shorter range *Sprint* designed for close-in intercepts.)

Designated the DM15X2, the extended-range *Zeus* will be similar to the present *Zeus*. It will, however, be slightly longer and, of course, heavier.

Like the present *Zeus*, the DM15X2 will be guided in flight by a combination of ground-based radars and high speed computers. It will have two solid propellant motors. Armed with a nuclear warhead, it will be capable of intercepting intercontinental and submarine launched ballistic missile warheads outside the earth's atmosphere.

★ ★ ★

THE AIR FORCE has launched a special recruiting drive, but don't be surprised if the posters in front of the post office show a picture of Rin Tin Tin (or a close resemblance) alongside a B-52 bomber. Careers are opening up for dogs.

Needed are a thousand German Shepherds from "civilian" life, to augment the USAF Sentry Dog Corps. Sentry teams, consisting of German Shepherds and their individual handlers, are used by all three services, in various locations around the world for patrol and sentry duty. The Air Force handles all procurement and training of these dogs.

Billets for sentry dogs have gradually increased at many U. S. bases. In addition, the effectiveness of dog teams is currently being evaluated in Vietnam. If the

COAST GUARD Cutter *Point Orient* heads for station in Vietnam. *Rt:* Cutters in Vietnam are tended by a Navy LST.

40 now on duty there are found to be useful, more will probably be sent.

Because it is not expected that many dogs will be able to read the recruiting notices, the appeal is aimed at dog owners. Male and spayed female German Shepherds between one and three years old are being accepted. Standards require that they be at least 23 inches high at the shoulder and weigh at least 60 pounds. Pedigrees are not necessary, but the dogs must meet generally acceptable physical and temperamental standards for the breed.

Owners interested in giving or selling sentry dogs to the service of their country should contact the USAF Sentry Dog Procurement Office, Lackland Air Force Base, San Antonio, Texas.

★ ★ ★

A SOLID-FUEL, upper stage booster, designed for medium and small satellites is to be developed for the Air Force. It will sit atop *Thor* first-stage boosters and be used for payloads too small to be orbited economically by the larger *Atlas-Agena* combination.

The new booster, nicknamed *Burner II*, will be used only for unmanned satellites. Though primarily intended for use with the *Thor* first stage, it may be adapted for use with *Atlas* and *Titan* rockets.

The Air Force expects *Burner II* to bring high reliability and flexibility of application at a cost considerably lower than current figures. The booster will use components which have been proven by use in other space projects, allowing the Air Force to avoid reliability problems and cut development costs.

The Air Force plans to begin with one ground test model and three flight-test vehicles. The ground test *Burner II* will be static-fired near Seattle, and flight tests will take place at Vandenberg AFB in California.

Burner II will include a spherical solid-propellant rocket motor, an inertial guidance system and an attitude stabilization system.

★ ★ ★

THE ARMY has allocated funds for another year of test and development work on the *Nike-X* missile defense system. *Nike-X* is being developed as a defense system against intercontinental ballistic missiles and submarine-launched missiles.

This is the only antimissile missile system in advanced development by the U. S., and is listed by the Department of Defense as a high priority project.

Included in the over-all system are the multifunction array radar (MAR), for target acquisition, discrimination, tracking and interceptor missile tracking, the missile site radar (MSR) target tracking and missile tracking; the *Zeus* missile for long range intercepts; and the high-acceleration *Sprint* missile for short range intercepts.

Nike-X equipment is tested at the White Sands, N. M., missile range, and on Kwajalein Island in the Pacific.

Several thousand firms throughout the U. S. are involved in the project.

In other Army missile system developments, the addition of a new mobile high power acquisition radar (HIPAR) to the *Nike Hercules* air defense guided

GOING-UP—Army experimental rotorcraft XH-51A recently added another record to its list by setting speed-altitude record in its class of 263 mph at 12,000 feet.

missile system will provide greater effectiveness against attacking high performance aircraft and short range ballistic missiles for the Field Army. The mobile HIPAR will give the same full target detection capability for Army air defense units overseas as now exists at fixed *Nike Hercules* sites in the U. S.

★ ★ ★

CHAPARRAL, an Army air defense weapons system for protecting forces in forward areas against low altitude air attack was recently fired successfully at the Naval Ordnance Test Station at China Lake, Calif.

The *Chaparral* system launches a Navy-developed *Sidewinder 1-C* missile from a modified Army self-propelled vehicle (XM-548) using an infrared guidance system for the missile which has been modified slightly for surface-to-air use.

RESEARCH aircraft model is mounted on foam for radar echo measurement tests at Wright-Patterson AFB.

THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **AVIATORS NEEDED**—Navy requirements occasioned by the build-up of forces in southeast Asia have created a demand for officers with certain talents—especially in aviation.

In late September, for example, there were deficits in carrier replacement air wing instructors, helicopter composite squadrons, air training command and Fleet squadrons.

To fill these deficits, the shore establishment, schools and staffs are being screened for officers (particularly junior aviators) who can fill the vacancies.

For planning purposes, the commands from which the officers are detached are given as much advance notice as possible, inasmuch as on board reliefs may not be available.

• **VIETNAM TOUR**—Enlisted personnel who complete their 12-month tour in Vietnam, whether stationed inside the country or aboard ship in Vietnamese waters, will be given every consideration when ordered to their next assignment.

This means that if, at the completion of your tour you are eligible for shore duty, you will be given priority for assignment to available shore or overseas duty. You will not receive an extension at sea unless you request it.

The needs of the service, of course, must come first. Therefore, it may not always be possible for you to be assigned to your preferred area. You may be assured, however, that every effort will be made to assign you where you want to go.

If at the completion of your tour you are not eligible for shore duty, you will be assigned to your choice of sea duty either in the Pacific or Atlantic Fleets. You would do well to keep in mind that with the increasing number of personnel completing tours in Vietnam, it will not always be possible to assign every man to his preferred home port and type of sea duty. Therefore, if you give the assignment people enough latitude in your choices, your chances of being assigned to what you want will be much greater.

After spending a tour in Vietnam, it is not likely you will want to report to a ship which is due to sail overseas. Therefore, should you be ordered to a ship, you will not be assigned to one which is scheduled to deploy overseas in less than three months, nor will you be sent to a ship which already is deployed unless such assignment is approved by the Chief of Naval Personnel.

If you want overseas shore duty after your Vietnam tour, you would do well to remember that there are only a limited number of billets available in many overseas areas. Therefore, in addition to listing what overseas duty you prefer, you should indicate a preference for sea duty (or shore duty if you are eligible).

Should you want an extension of duty in Vietnam, every effort will be made to approve your request up to a three-year tour. However, your request must reach the Bureau of Naval Personnel at least four months before your tour completion date. If favorably endorsed, your request will, in most cases, be approved.

If you have completed a normal tour of overseas duty in Vietnam, you will not be assigned a second tour there within three years unless you volunteer for one.

The procedures for assigning enlisted personnel completing tours in Vietnam were announced earlier in BuPers Notice 1306 of 27 Sep 1965.

3000 NEW CHIEFS

• **REEMPLOYMENT RIGHTS**—Navymen will not lose their reemployment rights under the Universal Military Training and Service Act as a result of any involuntary extension of active duty.

Public Law 87-391 amended and clarified the reemployment provisions of the Universal Military Training and Service Act. Under these provisions, a service member is entitled to reemployment rights if his total active duty service, performed after 1 Aug 1961, does not exceed four years plus any additional service imposed by law.

Therefore, the recent involuntary four-month extension of Regular Navy active duty personnel will not affect their reemployment rights.

The involuntary extension did not apply to Naval Reservists.

• **AFE MEDAL ELIGIBILITY**—U. S. Navymen who have been where the action is from 1958 to the present time should check this list. If they were at any of the places specified below at the proper time, they may be eligible for the Armed Forces Expeditionary Medal.

Here is the list of U. S. Military operations for which the Armed Forces Expeditionary Medal was issued: Berlin 14 Aug 61 to 1 Jun 63, Lebanon 1 Jul 58 to 1 Nov 58, Quemoy and Matsu Islands 23 Aug 58 to 1 Jun 63, Taiwan Strait 23 Aug 58 to 1 Jan 59, Cuba 24 Oct 62 to 1 Jun 63, Congo 23 to 27 Nov 64.

The AFE Medal has also been awarded to eligible U. S. Navymen

YOU'RE SURROUNDED by shipmates who are waiting to read ALL HANDS, so please pass this copy along.

who participated in direct support of the United Nations in the Congo between 14 Jul 60 and 1 Sep 62 and for assistance to Laos from 12 Apr 61 to 7 Oct 62 and Vietnam from 1 Jul 58 to 3 Jul 65.

U. S. Navymen participating in action in Vietnam after 3 July of this year will be awarded the new Vietnam Service Medal instead of the AFE Medal. This medal is not yet available. However, ALL HANDS will publish the regulations for the award when it does become available.

• **3000 NEW CHIEFS**—Nearly 3000 first class POs who went up for chief last August won't be needing their white hats much longer. During the next six months, they will be doffing their white hats (the rest of the uniform as well) in favor of the CPO variety.

Here's how the first advancement-to-CPO statistics look from the August exam cycle.

1st increment, effective 16	November	—1205
2nd increment, effective 16	December	— 411
3rd increment, effective 16	January	— 354
4th increment, effective 16	February	— 351
5th increment, effective 16	March	— 345
6th increment, effective 16	April	— 323

If your name didn't happen to be be among those scheduled for advancement, don't lose all hope. You still have a chance. The Examining Center at Great Lakes will issue addenda to its original advancement letter which, in turn, will show the results of late exams and any additional advancements authorized.

When it is time for you to take the test for E-8, your final multiple will be computed as if you had been advanced on 16 Nov 1965 no matter in which increment you were advanced.

• **TEXAS VOTERS** — In the 1964 elections many Texas Navymen were disenfranchised through failure to realize that they must either pay the poll tax, or register to vote for Federal offices only, by 31 January of any election year.

Until suits now pending before the federal courts clarify the question of the constitutionality of poll taxes, any Navyman who claims Texas as his place of residence and who wishes to vote, is reminded of the 31 January deadline for establishing absentee voting qualifications for the 1966 elections.

All individual inquiries pertaining to qualifications should be addressed to the County Tax Collector, county of residence, State of Texas.

• **JO QUESTIONNAIRE**—Any journalist who has a project he would like to see get under way in the public information field will find his opportunity to make it known in the JO questionnaire recently issued by the Chief of Information. In addition, your views on the Navy's information program are wanted, plus any suggestions for improvement which you may have.

Chinfo also would like to know something about you, such as what skills you have learned or acquired and the nature of your present job.

For some time now, the Chief of Information has had no way to obtain this information. And, since there is a continuing need to know what journalists are doing and how they are performing, the Chief of Information has sent out three questionnaires. One is for you, a second for your PIO and the third for your Commanding Officer.

In addition, Chinfo has reinstated the Journalist Record Card (NAVSO 1306/1 Revised 8-65).

Therefore, if you haven't filled out your questionnaire or your record card as yet, see your PIO. Chinfo Notice 1306 of 13 Sep 1965 gives the details.

• **ALIEN REGISTRATION**—As it does each year, the Immigration and Naturalization Service issues a reminder that all aliens in the United States and its possessions must, with very few exceptions, report their addresses to the Attorney General during the month of January.

Cards with which this report can be made are available at any post office during the month of January and at the offices of the Immigration and Naturalization Service at any time. Aliens temporarily absent from the United States during January must report their addresses within 10 days of return to this country.

Serious penalties may result from willful failure to submit this report. It is important that all Navymen who may be aliens submit this report. If you have relatives who are not citizens, but who are residents of this country, they too must submit a report of their address.

This is not applicable to the Filipino citizens who are serving in the U. S. Navy unless they have been lawfully admitted to the United States *for permanent residence* and, therefore, have a registration card. If you are in any doubt, ask your personnel officer.

QUIZ AWEIGH

With the Christmos ond New Yeor holidoy seoson approoching, mony Novymen will be contemploting o leave period, either to visit with their families ond friends or perhops to toke o long plonned vacation trip. It's an opportune time to brush up on your knowledge of leove ond liberty regulotions. See how well you do on the following questions.

1. Whot is the maximum liberty period a CO con normolly gront over o holidoy weekend?
   (o) 72 hours.
   (b) 96 hours.
   (c) No limit.

2. When con liberty be used to extend o leove period?
   (o) When opproved by BuPers.
   (b) When opproved by the CO.
   (c) Never.

3. Whot is the moximum omount of advonce leove thot can be granted, except under emergency conditions?
   (o) 15 doys.
   (b) 30 days.
   (c) Any omount, if opproved by the CO.

4. If you take onnuol leove in the continental U. S. from on overseas locotion, when does the leove period commence?
   (o) When deporting from duty stotion.
   (b) When octuol trovel to U.S. commences.
   (c) Upon orrivol in U. S.

5. When reenlisting, o lump sum poyment moy be mode for unused leove up to 60 doys. If you desire to corry some of your leove credit forword ond receive poyment for the remoinder, you would be authorized:
   (o) 30 doys' credit ond cosh poyment for 30 doys.
   (b) 45 doys' credit ond poyment for 15 doys.
   (c) Either credit or cosh, but not both.

6. Sick leave describes o period of outhorized obsence gronted to persons under medicol core ond treatment. It is:
   (o) Chorgeoble os leave.
   (b) Not chorgeoble os leove.
   (c) Chorgeable os leove ofter 30 doys.

7. If you should be hospitolized in o non-novol focility while on leove, you must notify your CO os soon os procticoble ond request instructions. The period of hospitolizotion is:
   (o Chorgeoble os leove.
   (b) Not chargeoble os leove.
   (c) Chorgeoble os leove until CO is notified.

Answers to Quiz Aweigh moy be found on poge 49.

THE BULLETIN BOARD

Here's How Navy Juniors May Cut the High Cost of College

MOST NAVY PARENTS of high school children have been watching with alarm the rising cost of college educations and the decreasing number of summer jobs available to students.

Although sending your childlren through college is obviously not going to be easy, there are ways of reducing the financial burden, some of which are listed here. You can choose any combination or use them all.

First, nearly all colleges and universities, particularly those in large urban areas, have some provisions for part-time student employment. Your prospective student can, before he enrolls or at the time of his enrollment, line up a guaranteed job for as many hours as he feels he can manage and still carry on as a full-time student.

Freshman students should go easy on after-hours jobs until they learn how much strain their academic career will place upon them. By their sophomore year, perhaps by their second semseter as a frosh, they will know how much of an extra load they can carry. It is a rare freshman, however, who isn't able to carry a few hours during the week in a part-time job.

A second way of augmenting a student's income during his college career is through an education loan. Such loans are usually payable after graduation at a low rate of interest and, sometimes, no interest at all. The Office of Education in the state in which you live is usually the best source of information on this subject. You will probably be surprised to learn how many education loans are available to students in your locality.

The third source of funds for your child's college education is a grant-in-aid or a scholarship. Frequently, these two terms are merged under the term scholarship but there is a difference.

Technically, a grant-in-aid is a stipend paid for the possession of a special talent such as music, art or athletic ability. A scholarship, on the other hand, is a grant of money or tuition to a student who is expected only to maintain a specified grade average, although there are sometimes other conditions attached.

There are a number of scholarships available locally and offered at the college your child chooses to attend. If your child is still in high school, his high school guidance counselor will undoubtedly know what assistance of this kind is available to local students. A letter to the college registrar or director of admissions will provide you with information on scholarship grants at the institution which your offspring chooses. Such information is also frequently available in the college catalog.

You will find that scholarships are frequently awarded on the basis of need. This is a misleading term and it is partially responsible for a number of awards going unclaimed each year.

You don't have to be on your way to the poorhouse for your student to establish a need for financial assistance. The need to which the qualification refers is the need of the student who, more often than not, has no independent income with which to finance his college education. It is quite conceivable that an enrollee whose parents' income is moderately high in the five-figure bracket could establish a need for a scholarship award although the amount of the stipend might be influenced by his parental income.

It would be impossible to list all the thousands of scholarships available to the general public, and even out of the question to list all those that are available only to members of the military establishment. Many are established at naval installations around the world exclusively for the use of local students, although some are of a more general nature.

Here is a list of scholarships which will be of general interest to Navy families with young hopefuls, together with the conditions under which they are offered:

• *Clausey Medal of Honor Scholarship Foundation* (for children of deceased personnel)—may be used in obtaining education or training at or beyond the college level. The award is an outright grant of up to $500. It is made to children of Navy or Marine Corps personnel who died in service or of a disability incurred or aggravated during WW II or the Korean conflict but not officially recognized as such.

Individuals selected must be in financial need of assistance to further their education and must be either graduates of an accredited high school or its equivalent or will qualify for graduation before the beginning of the next academic year.

The applicants' high school scholastic level must be reasonably sound and they must be physically capable of completing the course they undertake. They also should be of good moral character attested to by letters of reference.

• *Naval Academy Women's Club Scholarship*—Awards a four-year scholarship annually in the amount of $1900 to be allocated as follows: $600 for the freshman year, $500 for the sophomore and $400 in both the junior and senior years.

The recipient must be the daughter, adopted daughter or stepchild of a Naval Academy faculty member, a regular Navy or Marine Corps officer on active duty or in a retired status

All-Navy Cartoon Contest
C. Wise, HMCS, USN

"I hate these days when nothing seems to go wrong."

with pay, or the daughter of a deceased officer in any of these categories. Preference is given to the daughters of deceased personnel.

The award is made on a basis of scholarship, character and need and for the four years of the recipient's college career. It may also be used to supplement other scholarships and its renewal is contingent upon the recipient's scholastic record and other requirements under which the original grant was made.

• *Navy Wives Clubs Scholarship Foundation*—May be used in obtaining a college education, vocational, business or other training which will fit the recipients to make more valuable contributions to society than would otherwise be possible.

The recipient must be the child (natural, legally adopted or stepchild) of an enlisted member of the Navy, Marine Corps or Coast Guard on active duty or retired with pay or the child of a deceased member.

Financial need must be established and the applicant must be a graduate of an accredited high school or its equivalent, or one who will qualify for graduation before the beginning of the next academic year.

The applicant's scholastic standing must be reasonably sound and he must be capable of completing the course undertaken and be of good moral character.

• *Marianas Naval Officers Wives Club Scholarship*—An annual scholarship award in the amount of $500 per year for education at or beyond the college level.

The applicant must be a dependent of an officer or an enlisted man of the Regular Navy or the Marine Corps serving on active duty, retired with pay or deceased.

The applicant must also be a graduate or prospective graduate of an accredited high school or its equivalent. The grant is made for one year and may be renewed at the discretion of the selection committee.

• *The Society of Sponsors of the United States Navy*—Awards scholarships to young men for preparatory schools which prepare them for entrance to the United States Naval Academy. Preference is given to the sons of Navy and Marine Corps personnel, although the award is also open to the sons of other military personnel and to civilians.

Applications may be obtained from Mrs. Roy S. Benson, Quarters O, Navy Yard, Washington, D. C.

• *Levin M. Powell Scholarships*—Offer full-tuition scholarships each year to young men wishing to prepare for entrance into the United States Naval Academy.

• *Fleet Reserve Association Schuyler Pyle Scholarship*—Provides a $500 scholarship to the son or daughter of a member of the Fleet Reserve Association who was a member in good standing as of 1 April of the year the award is made.

Need, scholastic standing, character and leadership are factors considered in granting the scholarship. The applicant must also be a graduate or prospective graduate from an accredited high school or its equivalent and college work must be done in an accredited institution.

An additional $500 award is made under the same conditions given above to the sons and daughters of naval personnel who are active, retired with pay or deceased.

• *Ladies Auxiliary of the Fleet Reserve Association Scholarship*—In the amount of $250 annually is awarded to a daughter of a Navy or Marine Corps member who is either on active duty, in the Fleet Reserve, retired with pay or deceased.

• *The Dolphin Scholarship Foundation*—Provides financial assistance to the sons and daughters of members or former members of the submarine service for a college education.

The father of the recipient must be or have been qualified in submarines and have served in the submarine force for at least five years after qualification or served in submarine support activities for at least six years.

Awards are made on the basis of

WHAT'S IN A NAME

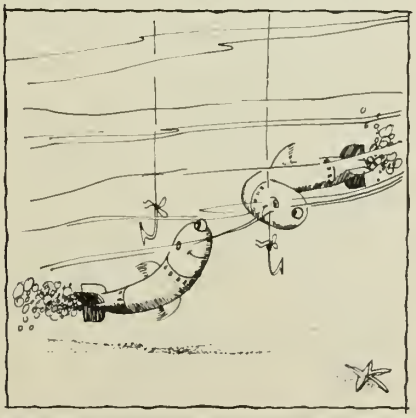
TRBs, Navy's Tin Fishermen

Four boats at Pearl Harbor's submarine base reeled in almost 1000 tons of fish during 1964. The fish were not the eating variety, but were torpedoes without their explosives. And since the torpedoes cost from $10,000 to $35,000 each, you can see why the Navy wants them back.

Torpedo Retriever Baats (TRB) range fram 63 to 72 feet in length. And at times they provide their petty officer in charge with quite a test of seamanship.

For instance, when the seas get so rough that waves crush the front of the pilothouse, bash in windows and generally tear up the boat, it isn't easy trying to stay close to a ton of babbing steel. And the boat must remain close enough so that a man, even in the roughest weather, can go over the side to secure a line to the tarpeda. But if the baat is too close . . .

When a TRB is called out for an operation, which is almost every day, it usually leaves the boat house before sun up. Once in the operating area, the submarine tells the boat approximately where the torpedo will surface (without its explosive, the torpedo is buoyant). The sub signals the TRB when it is safe to pick up the fish.



But finding the spent weapon sometimes presents a problem. Even though it is painted bright orange, only a small portion sticks up above the surface and it is, therefore, quite difficult to spat.

There is always an aircraft from nearby Barbers Point Naval Air Station to assist in the search far the weapon. And if the plane sees the torpedo first, it drops a smoke bomb.

The TRB skipper, usually a second or third class boatswain's mate, eases the boat alongside. While one deck hand keeps a sharp eye out for sharks, the other leaps into the water, slides a metal brace over the torpedo's nose and secures it. Then the torpedo is hauled around the boat's stern.

The stern is sloped and open to the sea, forming a ramp so that the torpedo can be hauled up by a hand-operated winch. The larger TRBs carry up ta 16 torpedoes while the smaller ones carry eight.

TRBs have a 450-mile range, and, if necessary, can be called upon to stay at sea overnight. There is sleeping space for six men, a washroom and a galley. However, no cook is assigned. This means that the first man yielding to hunger pangs may find himself preparing that meal for the others.

The crews average 70 to 80 hours' work each week counting sea time, watch-standing and time spent on any necessary maintenance.

scholastic proficiency, character, all-around ability and financial need. If the student maintains these requirements, the award is renewed annually. The applicant must be a graduate of an accredited high school and work toward a BS or a BA degree.

• *New York Council of the Navy League Scholarship*—Offers an unspecified number of annual scholarship awards to be used for the college education of applicants considered best qualified.

Awards are from $200 to $500 and are made to a dependent of an officer or enlisted man in the Regular Navy or Marine Corps serving on active duty, retired with pay, or who died in line of duty or after retirement. Preference is given to applicants whose military sponsor is or was stationed in the Third Naval District.

The applicant must be a graduate or prospective graduate of an accredited high school or its equivalent. Scholastic standing, character, leadership and need are also factors in making the award.

• *Navy Doctors' Wives Club Nurses Educational Scholarship*—In the amount of $200 is awarded to a dependent of an officer in the Navy Medical, Dental or Medical Service Corps residing in the Washington area.

Applicants must have had a nurses aid training course and have been accepted as a student in an accredited four-year school of nursing although three-year courses are sometimes considered. Scholastic training and need are also considerations in determining eligibility.

Application forms are available from Mrs. Lloyd B. Shone, 2025 Huidekoper Street. N. W., Washington 7, D. C.

• *Submarine Veterans of World War II Scholarship*—In the amount of $350 each on behalf of sons and daughters of submarine personnel lost in a U. S. submarine during World War II, or paid up members of U. S. Submarine Veterans of WW II. The recipient must have high scholastic standards and present evidence of need. They must be graduates or prospective graduates of an accredited high school and work toward a BA or BS degree in an accredited college or junior college.

• *Stanford F. Zimet Memorial Scholarship*—for the son or daughter of a Navy Supply Corps Officer, supply clerk or enlisted member whose path of advancement leads to supply clerk, is awarded in the amount of $500 annually. The award is for the freshman year only. The award is made on the basis of character, need, qualities of leadership and scholastic ability.

• *Armed Forces Relief and Benefit Association*—makes 20 awards each year in the amount of $500 each for one year's tuition only. The candidate must be the child of an association member who is worthy, in the opinion of the selection committee, to receive the award. No other restrictions are made.

Applications should be requested by the member parent from the Secretary Treasurer, Armed Forces Relief and Benefit Association, 1710 H Street, N. W., Washington, D. C., 20006.

• *The Jesse H. Jones Scholarship*—offers from $100 to $500 in any regular college year.

These scholarships are awarded to young men of outstanding ability who would otherwise be denied a college education or forced to suffer undue hardships in order to obtain one.

They are chosen from the entering male freshman students at Rice University and other male students of Rice University who have demonstrated ability and merit.

To be considered for one of these awards, the applicant must intend to train for a commission in the U. S. Navy. He also must be accepted as a member of the NROTC at Rice University. It is made on a yearly basis and special consideration is given to previous holders.

All-Navy Cartoon Contest
A. Lozano, YN3(SS), USN

"Let's see . . . where did you say the ignition key was?"

• *Daughters of the Cincinnati*—Offer scholarships only for the daughters of Regular Navy, Army, Air Force or Marine Corps officers. Of the 15 scholarships offered, 10 are elective. In other words, the student may choose her college. Three are at the College of William and Mary, Williamsburg, Va., and two are postgraduate scholarships to be used exclusively at the Teachers' College, Columbia University, N. Y. No scholarship awards are made after a student has entered college.

In addition, the applicant must have a high scholastic record and submit a transcript of recent grades. She must also have three letters of recommendation from teachers and one character reference.

The parent of the applicant must submit a statement of financial position showing need for financial aid.

In most cases, the $700 annual scholarships are elective to a four-year course in a college of good standing.

Application forms and further information may be obtained from the Scholarship Secretary, Daughters of the Cincinnati, 953 Fifth St., New York 21, N. Y.

• *Massachusetts Institute of Technology*. Cambridge, Mass.—Sons of regular Army, Navy, Marine Corps and Coast Guard officers, who are admitted as undergraduate students to the institute, may receive half the regular tuition upon the recommendation of the Faculty Committee on undergraduate scholarships. The total number will not exceed 10 each year.

Applications should be addressed to the Dean of Freshmen and should be accompanied by documentary evidence that the applicant's father is a commissioned officer in the regular Army, Navy, Marine Corps or Coast Guard. The award is renewable upon recommendation of the committee during the succeeding undergraduate years.

• *Mount Vernon Seminary and Junior College*—Grants a reduction of 10 per cent in tuition fee for both boarders and day students to the daughters of officers and of widows of officers of the regular Navy, Marine Corps, Army and Coast Guard.

For further information, write to

the school located at 2100 Foxhall Road, Washington, D. C.

• *The Grace Moore Brewer Memorial Scholarship*—Established at the Medical College of Ohio State University is awarded annually by the Dean of the College of Medicine, Ohio State University.

The amount is determined by the earnings of the endowment fund when completed. It is usually in the vicinity of $1000.

Preference is given to a direct descendant of a veteran of WWI, WWII or the Korean conflict.

The veteran must have been permanently disabled, or lost his life as the result of this service.

The descendant or applicant must meet the requirements for admission to the College of Medicine and must be in need of financial assistance.

The award commences with the premedical year and continues through the medical college till the degree of M. D. is earned, provided the student is enrolled as a full-time student.

The recipient of the award must attend the Medical College of the Ohio State University but he does not have to be a resident of Ohio. He is expected to specialize in the field of research or treatment of cancer until the disease has been conquered by medical science. This, however, is not a fixed requirement.

• *American Legion Auxiliary Scholarship Fund*—In varying amounts up to $3000 for daughters and sons of honorably discharged World War veterans who have lived in Florida at least five years before application. Apply to Department Secretary-Treasurer, Box 4573, Jacksonville, Fla.

• *AMVETS Memorial Scholarships*—Are available to high school seniors whose fathers (or mothers) are deceased or totally disabled veterans of military service during World War II or the Korean conflict. Service must have been honorable and with the U. S. Armed Forces.

Death need not have been service-connected; disability, however, must be service-connected and be rated 100 per cent by the Veterans Administration.

Scholarships provide financial assistance for undergraduate study at any accredited college. The grants range from a minimum of $500 to a maximum of $2000 for four years.

All-Navy Cartoon Contest
W. R. Moul, CTC, USN

"Actually, I've always preferred to look upon it as a well developed stomach muscle . . ."

Selection is based upon competitive college aptitude examination given in the applicant's high school; high school records; and financial need.

Application forms are available during January and February from any AMVETS post or National Service Officer of AMVETS National Headquarters, P. O. Box 6038. Mid-City Station, Washington 25, D. C. Deadline for receipt of applications is 20 February.

A limited number of fellowships are also available for graduate study. The fellowships provide $500 and will be granted on the basis of the students' undergraduate college record.

• *Knights of Columbus*—Maintain a one-million-dollar educational trust fund as a memorial to members of the order.

The scholarships are for four years and include allowances for tuition, board and room, books, laboratory fees and other incidental charges at a Catholic college or university. In addition, many state and local councils of the Knights have scholarship programs with varying eligibility requirements and benefits for the applicant.

Scholarships are available to the sons and daughters of Knights who were killed or became totally or permanently disabled as the result of World War II or the Korean conflict.

Further details may be obtained from local or state councils of the Knights of Columbus or by writing to the Supreme Secretary of the

Dolphin Scholarships Offer Opportunity to Navy Juniors

Four-year $500 Dolphin scholarships have been awarded to five Navy "juniors," to begin with college enrollment this fall. The three boys and two girls who won the grants for 1965 bring the total number of students to 21 who have received financial assistance from the rapidly growing Dolphin Scholarship Foundation.

The foundation was established in 1960, to give deserving children of members and former members of the U. S. Submarine Service financial aid for college education.

Support comes primarily from work projects of the women's organizations of the submarine forces, and from submarine force contributions. Also, other interested individuals, companies and organizations throughout the country have made substantial contributions to this college assistance fund.

Candidates for the grants are selected by a board of educators in the training division of the Bureau of Naval Personnel, on the basis of the applicants' academic proficiency, ability, character and financial need.

The five winners are:

• Kurt Lichtenberg, son of Lieutenant Commander Robert Lichtenberg, Poulsbo, Wash.

• John Gonsiewski, son of John Gonsiewski, GMCS(SS), Syracuse, N. Y.

• Robert Gullette, son of Commander John G. Gullette, San Diego, Calif.

• Kathleen Chapman, daughter of Commander John Chapman, Indianapolis, Ind.

• Constance Lee Kaufman, daughter of Commander Robert Y. Kaufman, Idaho Falls, Idaho.

In addition, Rondal D. Tomasich, son of Henry A. Tomasich, QM1 (SS), of Jasper, Ark., was selected to receive the annual Stanford F. Zimet scholarship of $500 a year for four years. This fund was founded in honor of the late Captain Stanford Zimet, SC, USN, by his widow.

In addition to the award of five new scholarships, the Dolphin Foundation has renewed 15 grants previously awarded.

Knights of Columbus, Drawer 1670, New Haven, Conn.

• *American Legion Scholarships*—Individual posts and units of the Auxiliary offer educational aids for the benefit of children of their communities. More detailed information may be obtained from the American Legion and Auxiliary Post, Unit and Department in your home town. A few specific American Legion Educational Programs are listed below:

National High School Oratorial Contest The four finalists receive scholarships which may be used to attend any college or university in the United States. The winner receives $4000; the runner-up $2500; third, $1000; and fourth place $500.

There are an estimated several hundred scholarships for oratorical contest participants awarded at post, district and state levels. Rules can be obtained from principals in those schools which participate in the contest or from the local Legion post or from the state department headquarters of the American Legion.

National President's Scholarships of $600 each are awarded annually, two in each of five divisions. Candidates must be daughters of deceased veterans who served in World War I, World War II or the Korean conflict; are in their senior year or graduates of an accredited high school, but have not yet attended an institution of higher learning. They must be in actual need of help to continue their education.

Information and applications may be secured from the education and scholarship chairman of the Auxiliary unit in the applicant's own community or from the Department Secretary.

• *The Forty and Eight Nurses Training Program* sponsors a program of nurses' training through its local units

• *The Eight and Forty Tuberculosis Nursing Scholarship Fund* assists nurses to secure advanced preparation for positions in either supervision, administration or teaching. Scholarship awards are $1000 each. Application forms may be obtained from the American Legion Education and Scholarship Committee, Box 1055, Indianapolis 6, Ind.

• *The Defense Supply Association (New York Chapter)* has established an annual $500 college scholarship award for children of military personnel in New York area.

All-Navy Cartoon Contest
W. R. Maul, CTCA, USN

"I like it!"

Sons and daughters of active, retired or deceased members (officers or enlisted) of the military establishment in the New York City area, extending into New Jersey as far as Fort Dix and upstate New York as far as Steward Air Force Base in Newburgh are eligible. The area includes all of Long Island and Fairfield County, Conn.

Besides scholastic standing, other criteria will include leadership qualities, and financial need.

Applications may be made by writing to: Scholarship Committee, Defense Supply Association, New York Chapter, 261 Madison Ave., New York 16, N. Y.

Unless specified otherwise, further information on any of the above scholarships may be obtained from the Personal Affairs Division, Pers-G221, Bureau of Naval Personnel, Washington. D. C. 20370.

As mentioned before, loans are available to many students with little or no interest payable with the principal at a specified time after graduation. Your children, as you have read, are entitled to a number of scholarships by virtue of your military service or the military service of their ancestors.

Two programs under which loans are granted to Navy dependents are also listed here.

• *Retired Officers Associations Scholarships Program* — Offers an honor loan, interest-free, not to exceed $400 yearly for four years, made to help defray expenses in institutions of higher learning.

Loans will be authorized on a basis of character, scholastic aptitude and financial need.

First year students must furnish a transcript of their high school records together with a statement that they are accepted for, and qualified, to pursue college or university work at the institution selected.

For following years, a transcript of the candidate's record for the year preceding his or her application must be furnished.

Also required is a statement that the candidate is without adequate means to engage in higher education, supported by a separate statement from the parent or guardian that the latter is unable, without hardship, to provide the necessary expenses.

Character references from at least two reputable persons are desired and an assurance that the candidate will sign a statement promising to repay in full, without interest, any loan as soon as possible after graduation.

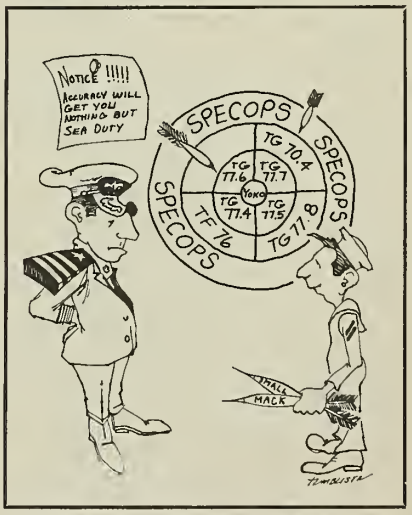
Specific questions will be answered by the Secretary of the Scholarship Committee, 1616 Eye Street, N. W., Washington, D. C.

• *The Navy Relief Society College Loan Program*—Also offers interest-free loans for higher education at colleges, vocational schools and prep schools for the service academies.

Loans up to $1000 a year or a total of $4000 over a four-year course, based on need, are available to dependents of members of the Navy and Marine Corps, active, retired or deceased.

Requests for loans should be mailed to the Navy Relief Society Headquarters, 1030 Munitions Building, 20th and Constitution Avenue. N. W., Washington, D. C. 20360.

Donald E. Tumblison, RD3, USN



"We've just about finished with the schedule changes, Sir."

Answers to Your Queries Concerning the Recent Pay Law

PAY CHECKS throughout the Fleet are fatter these days, since enactment of the new military pay raise legislation. However, several questions have been asked by Navymen concerning measures of the pay bill. What are the actual provisions of the bill? How will the variable reenlistment bonus be paid, and who will receive the extra money? How will the pay raise affect retired pay?

The following report explains the pay raise, which went into effect as of 1 September, and provides information beyond the initial question "How much is my basic pay increase?"

With its many provisions, the recent pay legislation (which is in the form of an amendment to Title 37, U. S. Code) increased basic pay an average of 10.4 per cent for everyone on active military duty; liberalized the formula for computing increases in retired pay, and provided other benefits for several categories of military members and retirees.

Specifically:

- Enlisted personnel with over two years' service received a flat 11 per cent increase in basic pay. Those with less than two years' service received an average 17.3 per cent increase.
- Officers with over two years' service received a flat six per cent increase in basic pay. Those with less than two years' service received an average increase of 22 per cent (this amounts to an increase of $53.40 a month over former salary for an ensign with less than two years' service).
- Hostile fire pay was increased $10, from $55 to $65 a month for both officers and enlisted men.
- Free postage was provided for servicemen in combat zones.
- A variable reenlistment bonus was authorized for first-termers in critical skills. Payments up to four times the amount of a regular bonus were authorized.

A provision of the bill requires the President to direct an annual review of military pay and allowances and report to the Congress, not later than 31 March of each year, any recommendations for adjustments.

Additionally, the bill requires the President to review the entire military compensation system every four years, with the first report due not later than 1 Jan 1967.

Retired pay—A two-part provision of the bill favorably affects military retirees. First, the amendment resulted in an immediate increase in retired pay for persons who retired before 1 Sep 1965. The increase was based on the advance in the Consumer Price Index between 1962 and August 1965.

Second, the amendment provides for a change in the permanent law under which retired pay increases are authorized. Previously, the law required that the Consumer Price Index must have advanced by three per cent or more for a full year before an adjustment could be made on retired pay. Now the three per cent advance in the index need be for only three consecutive months, at which time an appropriate adjustment can be made in retired pay.

Variable reenlistment bonus—The amendment leaves it up to the Secretary of Defense to decide the details of how the bonus will be awarded. Directives are presently being formulated. The provision, however, is for a maximum bonus equal to four times the normal bonus, that will go to individuals reenlisting for the first time in a critical skill.

The additional amount of bonus will be paid in equal yearly installments in each year of the reenlistment period, except when the Secretary of the service concerned determines, in meritorious cases, that it is in the best interest of the member to pay the additional amount in fewer installments.

Free postage—All members of the Armed Forces serving in Vietnam are now entitled to free postage for any first-class mail which is sent to the United States, Puerto Rico, or any possession of the United States. This provision will remain in effect until the President determines that Vietnam is no longer a combat area.

Also, the free postage provision will apply to any other area or areas which the President declares combat areas for members of the U. S. Armed Forces.

That's it in a nutshell. In the unlikely event that you are not yet familiar with your new rate of basic pay, consult the chart on page 51 of the October ALL HANDS.

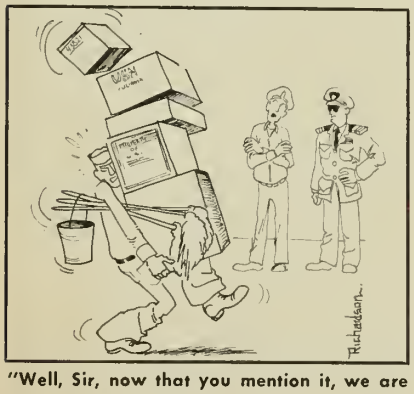
No Duty in Combat Areas For Sole Surviving Sons

During World War II, it was Navy policy, under certain conditions, not to assign a man to combat areas if he were the sole surviving son of a family depleted by losses in the service.

The Navy is again instituting this policy, which prescribes that officers (except those in the Regular Navy) and enlisted men on active duty will be assigned to non-combat areas if they are sole surviving sons from a family in which since 16 Sep 1940 the father of the family or one or more sons or daughters:

- Has been killed in the service.
- Died as a result of wounds, accidents or disease.
- Is in a captured or missing in action status.
- Is determined by the Veterans

All-Navy Cartoon Contest
S. C. Richardson, PH3, USN



"Well, Sir, now that you mention it, we are just a little bit undermanned down here."

M. S. Shropshire, CTSN, USN

"No trouble here, must be at your end."

Administration or one of the military services as being 100 per cent physically or mentally disabled, continually hospitalized or not gainfully employed as the result of a service-connected disability.

To be designated sole surviving son, the officer or enlisted man concerned must himself request, via his commanding officer, that this designation be made by the Chief of Naval Personnel.

All requests must contain the following data on members of the applicant's family on whom the request is based: full name, rank or rating, serial number and branch of service of each person killed, captured, missing in action or permanently disabled.

The request must also contain the statement that the applicant is the sole surviving son as defined above. The Chief of Naval Personnel will make the final determination and notify the applicant's commanding officer of the outcome.

An officer's designation as a sole surviving son will be indicated in block 24 of his current Officer Preference and Personal Information Card (NavPers 2774). Officers will insure that this designation is included in block 24 of all future submissions of the information card.

Enlisted men who are designated as sole surviving sons will be assigned an L-9 limited duty classification designator, provisions for which will be made in a future change to Article C-5208 of the *Bureau of Naval Personnel Manual.*

When a man is designated as a sole surviving son, he will not be assigned to duties normally involving actual combat with the enemy. This, however, does not mean that he will not be assigned to sea duty or to overseas locations. The limitation applies only to places or situations designated by the Secretary of Defense as areas where members would receive special pay for duty subject to hostile fire.

There may be instances in which a sole surviving son will be assigned to duty in a ship or unit which is unexpectedly ordered to a combat zone. In such instances, commanding officers will make provision for transfer of the men involved to non-combat areas as soon as possible.

An officer designated as a sole surviving son will not be retained on active duty beyond the expiration of his initial obligated service unless he first requests removal of his designation as surviving son.

Enlisted men, likewise, will not be reenlisted unless the designation is removed.

Further information may be found in BuPers Inst. 1300.35.

List of New Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

John Goldfarb, Please Come Home (3028) (C) (WS); Shirley MacLaine, Peter Ustinov.

Once a Thief (3029) (WS); Drama; Alain Delon, Ann Margret.

Deadwood '76 (3030) (C) (WS); Action Drama; Arch Hall, Jr., Jack Lester.

The Girls on the Beach (3031) (C); Musical Drama; Noreen Corcoran, Martin West.

Moss Rose (3032); Victor Mature, Peggy Cummins (Re-issue).

Suddenly It's Spring (3033); Paulette Goddard, Fred MacMurray (Re-issue).

To Hell and Back (3034); Audie Murphy, Marshall Thompson (Re-issue).

Nob Hill (3035); Joan Bennett, George Raft (Re-issue).

The Sandpiper (3036) (C) (WS): Drama; Elizabeth Taylor, Richard Burton.

Genghis Khan (3037) (C) (WS): Melodrama; Stephen Boyd, James Mason.

A Rage to Live (3038) (WS): Drama; Suzanne Pleshette, Bradford Dillman.

Ship of Fools (3039): Drama; Vivien Leigh, Lee Marvin.

13 Rue Madeleine (3040); James Cagney, Annabella (Re-issue).

Road House (3041); Ida Lupino, Cornel Wilde.

Little Old New York (3042); Alice Faye, Fred MacMurray (Re-issue).

Western Union (3043); Robert Young, Dean Jagger (Re-issue).

The Third Day (3044) (C) (WS): Drama; George Peppard, Elizabeth Ashley.

Up From the Beach (3045) (WS): Drama; Cliff Robertson, Red Buttons.

The Curse of the Fly (3046) (WS): Suspense Drama; Brian Donlevy, George Baker.

Devils of Darkness (3047): Mystery Drama; William Sylvester, Carole Gray.

The Bowery (3048): Drama; Wallace Beery, George Raft (Re-issue).

Coney Island (3049): Cesar Romero, Betty Grable (Re-issue).

Trouble with Women (3050); Teresa Wright, Ray Milland (Re-issue).

Salty O'Rourke (3051); Alan Ladd, Gail Russell (Re-issue).

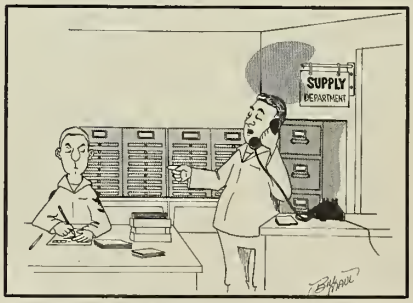
Backfire (3052) (WS): Adventure Comedy; Jean Seberg, Jean Paul Belmondo.

The Uninvited (3053); Ray Milland, Ruth Hussey (Re-issue).

Song of the Islands (3054); Victor Mature, Betty Grable (Re-issue).

Hollywood Cavalcade (3055); Alice Faye, Don Ameche (Re-issue).

All-Navy Cartoon Contest
W. R. Maul, CTC, USN



"Hey, Jonesy, how about tossing me my pencil, black lead writing, one each . . . It's right there on my desk, gray metal secretary style, w/typewriter well . . ."

Navy Relief Festival Pays

For the past 15 years, the Naval Air Station at Corpus Christi, Texas, has been staging an annual festival for the benefit of Navy Relief. In that time the festival has grown from a comparatively modest beginning which netted $18,000 in 1951 to a two-day event at which 25,000 Texans inspected industrial and military exhibits, had fun on a carnival midway, won kewpie dolls at game booths and watched a spectacular air show featuring stunt flying routines by veteran Navy pilots.

This year, after NAS Corpus Christi had paid all the festival's bills, $32,000 was left and was promptly turned over to the Texas Auxiliary of the Navy Relief Society.

Okinawa, Here We Come! Latest Report on Living Conditions

BEFORE YOUR TOUR of duty on Okinawa is over you will have undoubtedly encountered a typhoon. Don't give it a thought. It will make a nice conversation piece at later duty stations.

Okinawa may have several big winds in any given year (but this can happen also right here in the U. S. of A.) However, because modern construction and an efficient tracking and warning system have greatly reduced the destructive effects of the typhoons, you will have little to worry about.

That's what the people who live there say, and they should know.

Weather seems to be the primary consideration. Okinawa has a subtropical climate, comparable to Palm Beach. Extreme temperatures are rare and, in summer, the thermometer seldom goes over 90 degrees. However, the high humidity can make the heat seem greater and heightens the chill of the winter months, even though the temperature rarely goes below the lower 40s. Winds and rain are frequent, with or without typhoons. Average rainfall is about 80 inches a year. Take a raincoat. Take two raincoats.

As soon as you get the word, start checking off the things you will have to do:

- Immunization inoculations are required. Any Navy or other armed forces doctor, or federal public health doctor, will administer the inoculations free of charge. Be sure to get, and keep handy, an authenticated record of your inoculations.
- The Supply Department of your present duty station can tell you how to go about shipping your household effects and your auto.
- If you are taking dependents, you must have entry permission from Commander Fleet Activities, Ryukyus. Your present command should request this by message when you receive your orders.
- Although you will not need a passport, you may need one for future R & R trips. Get one now and save yourself future trouble. Your wife and other dependents must have passports issued by the State Department or the local office of the State Department if available. The local county courthouse may also have the necessary forms. Ask that your passports be forwarded to the District Passenger Transportation Office, Com12, San Francisco. Pick them up when you check in for your overseas transportation. You will need at least six photos two and one-quarter inches square for your passport application.
- Your personnel office will provide you with the necessary forms for requesting transportation from your port of embarkation to Okinawa. Otherwise, Com12 will provide the forms upon request. How you get to the port of embarkation is your choice. The Navy will pay train or plane fare, or will pay mileage if you travel by private vehicle.

Overseas transportation is normally by MSTS or MATS from San Francisco. All you have to do is complete the necessary forms and forward them to DPTO, Com12. If eligible and cleared, Com12 will offer your dependents air or surface travel on a specified date. This offer must be accepted or rejected by wire or telephone immediately.

If you have authority to travel concurrently, inform Com12 and you will probably all go on the same ship or plane. If you are not traveling concurrently, make sure your wife keeps copies of all official papers, orders and transportation offers and has them in her possession when she checks in at Com12 for transportation. (This is one of the times she will need her inoculation records handy).

- All financial transactions on or off base are conducted with U. S. currency. If travel pay was drawn before reporting to Okinawa, it is best to check in with the disbursing office there as soon as possible to fill out a travel itinerary and insure that your pay check is not affected.

Complete banking facilities are offered on base. In addition to checking and savings accounts, there is a complete travel service, including tickets, shipping and other assistance.

All-Navy Cartoon Contest
W. R. Moul, CTC, USN

"How about bootswain's mate?"

Housing

Navy housing is limited and there is usually a long waiting period for officers and enlisted personnel.

Priority is established on the basis of grade or rank, and the date of departure from CONUS. Some enlisted and a high percentage of officer housing is designated by billet.

Concurrent travel is authorized for captains and above, all commanding officers and certain billets designated by Commander Fleet Activities, Ryukyus. If you are assigned a sponsor and he can locate and rent a home for you, concurrent travel may be authorized.

Many men rent or buy private units off base until they are able to move into Navy housing. Increasing activity in construction has made more private units available, but the average time needed to locate and rent them is about two months. All private rentals must be government approved.

The majority of private rentals are relatively small, unfurnished two- and three-bedroom units with rates comparable to, or exceeding, stateside prices. In most cases they are not up to U. S. standards. Utilities are high, costing between $15 and $65 per month. If you are planning to buy, the usual price runs between $3000 to $5000.

The Navy does not, of course, provide furniture with which to furnish private rentals.

Your priority for government housing will not be affected by living in government-approved, off-base housing.

The refrigerators furnished may vary in size from six to 12 cubic feet, but there is no guarantee as

to the size you will receive. Because of this, some families bring their own. Beds may be either twin or double size, depending on the housing assigned.

Although most cooking is done with electric ranges, some people are turning to bottled gas, which is cheaper and will not fail during typhoons. Electricity is 110V-60 cycle, and all stateside appliances may be used.

What to Take—Although the government will provide most of the essentials if you occupy government quarters, the following items are not included: Small appliances, radio and television, clocks, dishes and glassware, baby furniture, rugs and linens, draperies, washing machine and dryer.

You may also want to take such items as garden tools and hose (including nozzles and sprinklers), toys, household tools, books, decorations, extra lamps and other easily portable gear for the home. Include coat hangers, as there never seems to be enough of them.

When you consider what clothing to take, keep the humidity in mind. The effect of both high and low temperature is increased.

In general, your wardrobe will be much the same as stateside. The winter months make items such as sweaters, warm suits, coats and a general assortment of winter clothing desirable. The summer months warrant a good supply of light cotton clothing.

Leather and furs will not stand up well in the humidity. If you want to buy clothes after you arrive, the island has a number of excellent tailors, many of whom are affiliated with Hong Kong firms, who will supply you with quality clothing at moderate cost.

The summer uniform is worn from April to November, and a raincoat is a necessity. A Small Stores is available, but the items are limited and you may have a long wait while they fill your order from Japan.

You will have trouble finding bridge caps, brown shoes, khaki socks, summer wash khakis and many uniform accessories. However, tailor shops can make all types of uniforms at reasonable rates.

Medical and Dental—The medical facilities at NAF have been designated an official military dispensary. As a result, no dependents are bedded in the ward. Military personnel are usually kept for a maximum of 72 hours.

Although any serious case requiring extensive treatment is referred to the Army Hospital at Camp Kue, dependents may receive care for all sorts of minor ailments or injuries. Services include prenatal care until the end of the seventh month, at which time the mother-to-be is treated at Kue Hospital.

The dental facility is completely equipped to handle any type of dental work with the exception of dependent orthodontistry. NAF dentists handle almost all the naval units on Okinawa, their dependents, and Fleet personnel requiring prosthetic treatment if it is not available on board ship.

Quarters on Base

The Navy barracks are convenient to the base exchange, library, theater and galley, and each has a snack bar in the lounge area. For the most part you will find yourself in a cubicle with one or two other men, with large lockers and good beds. Chiefs and first class petty officers are billeted in two-man rooms.

Located just across the street from the barracks is a modern galley built in 1962 as part of a large construction project. Enlisted men eat at tables in the general mess; senior petty officers and officers have separate messes.

The same construction project built a new BOQ near the barracks. The suites consist of a large living area, four separate bedrooms and a small kitchenette.

All in all, living conditions for bachelors—either enlisted men or officers—appear to be remarkably pleasant and attractive.

Exchange and Commissary

The base exchange, one of a number of major stores operated by the Ryukyus central exchange, has almost every item you will need. However, it may not have everything at the time you need it. If so, one of the exchanges at another installation may have the article you want.

However, the selection of shoes, some types of lingerie and hats is often severely limited. It is suggested that you bring a mail order catalog with you and arrange for someone in the States to buy items that you can't otherwise find.

There are a number of military commissaries, one of which is located at Naha. The selection is comparable to that found in stateside supermarkets.

If you decide to buy food locally or want to patronize any of the establishments which serve food and drink, be sure to look for the "A" sign. The sign, a red "A" stenciled on a white background, is your guarantee that the place meets or exceeds the minimum sanitation requirements. For your protection, those without the "A" are off limits.

Transportation

There are two types of taxis on Okinawa. The first is a regular sized auto with a starting fee of 25 cents and progressing at $.04 intervals. Rates for the other, smaller type are about three-fifths of the regular, larger cab fare. However, the small cabs are not insured and are not allowed on military installations.

There are green Army buses which run regularly from Naha Air Base to Kadena Air Base. They are free to everyone and stop at military installations along their route. At Kadena, Army buses leave regularly for almost any military point on the island.

The various Okinawa buses are

All-Navy Cartoon Contest — **Anthony Papa, SN, USN**

"What's the score, men?"

fast and cheap, but figuring out their routes may be difficult and frustrating. If in doubt, it is suggested that you flag a cab. Buses cost about $.01 per mile.

Prices for autos are somewhat above normal. If you are planning to ship your car, there are several factors to consider. Okinawa is very hard on cars because of the salty, humid air. Top speed limit is 30 miles per hour. Your large, shiny, new car will be ruined in short time unless you are willing and able to spend a great deal of tender loving care on it.

In view of all this, it is suggested that you take a car from two to five years old, preferably a six-cylinder model with a standard shift. Gas is low octane. Tires should be good, as many of the roads are unimproved and rocky. If you insist on bringing your convertible, be sure to bring along a special bucket for bailing it out. Remember what we said about typhoons and heavy rains?

The main roads are paved and there are plenty of commercial garage facilities.

Education

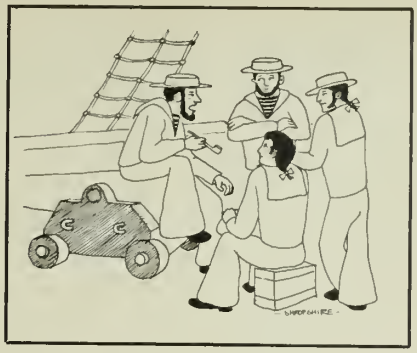
Educational facilities for children consist of primary, elementary, junior and senior high schools. Qualified teachers, up-to-date methods and well rounded courses are characteristics. Free bus transportation and inexpensive hot lunches are provided.

Although the schools are at several locations, enrollment is made at Camp Kue. Each child must present a report card or a transcript of previous school records in addition to a transfer indicating the date of the last school attendance. This means that you should keep your children's school records handy—don't pack them away with your household articles.

Kubasaki High School offers a complete range of subjects and requires a high standard of academic achievement. It is accredited by the North Central Association of Colleges and Secondary Schools, and credits received will be accepted by all high schools, colleges and universities.

Schooling is not limited to children. In addition to USAFI courses, Naha Air Base carries one of the seven education centers of the Far East Division of the University of Maryland. Here, college credits can be earned at comparatively low cost.

M. S. Shropshire, CTSN, USN



"You lads think the Navy's tough now? Why in the old days . . ."

The university also sponsors a series of high school courses which may be taken toward a high school diploma or for self-improvement. For a $10 fee, dependent courses in typing and shorthand are also offered.

Base Chapel—There is one Navy chaplain attached to NAF, but the Air Force is served by two Catholic chaplains and four Protestant chaplains. The services offered in both the NAF and the Air Force chapels are Catholic and general Protestant. Denominational services are held at the other nearby military installations and civilian housing areas.

Commands to Receive New Military Training Guide

Naval officers who are responsible for training the men in their command will find a useful instrument in OpNav Inst. 1500.22.

The instruction is a command guide for general military training which contains six units on the following subjects:

- Naval history, customs and traditions, roles and missions.
- Naval career opportunities and qualifications for a naval profession.
- American democracy and hostile forces.
- Naval citizenship responsibilities.
- Personal affairs.
- Naval leadership: principles, practices and techniques.

Each unit has references concerning Navy policy on the subject, and a list of training sources, individual study materials, films and publications on this general subject.

Recreation

Special Services operates the Navy Recreation Center, the Barracks Athletic Facilities Complex, softball field, and the Athletic Equipment Issue Facility.

The recreation center, consisting of a number of quonset buildings, includes the Special Services office, reading room, poolroom, weight room and game room.

The Athletic Facilities complex, located in the immediate barracks area, contains an outdoor basketball court, two volleyball courts, a badminton court, horseshoe pits, shuffleboard court and a tennis court, complete with night lights. The softball field is located near the dispensary and is used for the interdepartmental softball league as well as the athletic contests between local naval units and visiting ships of the Seventh Fleet.

The sports program consists primarily of one team from various units in the Naha Air Base intramural leagues. In addition, Special Services conducts inter-departmental athletic leagues in selected sports, usually in volleyball, flag football and softball.

The Navy on Okinawa is a separate athletic area and, as such, conducts tournaments in major sports, sending the winning teams to Japan for their championship tournaments.

Information concerning R & R cruises and flights to Hong Kong is issued periodically by Special Services. In addition, the Special Services secretary has information on many off-island points of interest and can help you make travel arrangements for various countries in Southeast Asia.

Other facilities, operated by the Air Force at Naha, include softball fields, Adams Gym, the Education Center, skating rink, bowling alley, MARS station, swimming pool, auto shop, service club, library, theater and golf course. These are available to personnel of all services.

Naha Air Base has its own golf course with both sand and turf greens. However, the 18-hole course at Kadena Air Base and the Awase Meadows Country Club are more challenging. Both are available to officers and enlisted men.

Several officers' and enlisted clubs are available.

Civilian recreational facilities are limited to movie houses.

You're Saving Money Each Pay Day—Through Social Security

NO MATTER how wild-eyed a spendthrift you may consider yourself to be, you're not, really. You're saving money for your old age almost every payday.

If you are a Navyman on active duty, active duty for training (either regular or Reserve) or if you are a Midshipman at the Naval Academy or an ROTC member ordered to ROTC training for 14 days or more, you are making contributions under the Social Security Act as are members of all the other uniformed services.

The money you save today in the form of Social Security withholdings will provide a comfortable financial cushion for you in later years. The more you contribute now, the greater your benefits later. Servicemen have been paying Social Security taxes since 1957 when the levy was two and one-quarter per cent on the first $4200 earned. On 1 Jan 1959, the levy was raised one-quarter of one per cent on the first $4800 of basic pay. Then to three per cent in 1960 and three and one-eighth per cent in 1962.

Since 1 Jan 1963, three and five-eighths per cent of your base pay which did not exceed $4800 has been withheld from your pay check and, beginning 1 Jan 1966, this amount will be increased to four and two-tenths per cent for the first $6600.

This deduction is not pro-rated throughout the year; it is made on the basis of the entire amount of base pay earned each month until the amount deducted totals $174.

Since you are paid by the government, the government, as your employer, contributes a sum equal to your contribution. When the tax rate increases next New Year's Day, the maximum amount which can be withheld will also be increased to $277.20.

Neither a lump-sum payment for accrued leave nor basic pay earned while on inactive duty training is considered to be base pay subject to Social Security withholding.

Although Navymen may view the Social Security deductions from their pay check with something less than unrestrained joy, the deductions amount to savings which will provide a financial cushion that you will find most convenient when you reach the age of 62, at which time can begin receiving reduced Social Security benefits or age 65 for full benefits.

If you want to figure the approximate amount you will receive when you begin collecting Social Security benefits, use this table.

SAMPLES OF MONTHLY CASH BENEFIT PAYMENTS

Average yearly earnings after 1950	$ 800 or less	$1800	$3000	$3600	$4200	$4800	$5400	$6600
Retirement at 65 / Disability benefits	$ 44.00	$ 78.20	$101.70	$112.40	$124.20	$135.90	$146.00	$168.00
Retirement at 64	41.10	73.00	95.00	105.00	116.00	126.90	136.30	156.80
Retirement at 63	38.20	67.80	88.20	97.50	107.70	117.80	126.60	145.60
Retirement at 62	35.20	62.60	81.40	90.00	99.40	108.80	116.80	134.40
Wife's benefit at 65 or with child in her care	22.00	39.10	50.90	56.20	62.10	68.00	73.00	84.00
Wife's benefit at 64	20.20	35.90	46.70	51.60	57.00	62.40	67.00	77.00
Wife's benefit at 63	18.40	32.60	42.50	46.90	51.80	56.70	60.90	70.00
Wife's benefit at 62	16.50	29.40	38.20	42.20	46.60	51.00	54.80	63.00
One child of retired or disabled worker	22.00	39.10	50.90	56.20	62.10	68.00	73.00	84.00
Widow age 62 or over	44.00	64.60	84.00	92.80	102.50	112.20	120.50	138.60
Widow at 60, no child	38.20	56.00	72.80	80.50	88.90	97.30	104.50	120.20
Widow under 62 and 1 child	66.00	117.40	152.60	168.60	186.40	204.00	219.00	252.00
Widow under 62 and 2 children	66.00	120.00	202.40	240.00	279.60	306.00	328.00	368.00
One surviving child	44.00	58.70	76.30	84.30	93.20	102.00	109.50	126.00
Two surviving children	66.00	117.40	152.60	168.60	186.40	204.00	219.00	252.00
Maximum family payment	66.00	120.00	202.40	240.00	280.80	309.20	328.00	368.00
Lump-sum death payment	132.00	234.60	255.00	255.00	255.00	255.00	255.00	255.00

Generally, in figuring average yearly earnings after 1950, 5 years of low earnings or no earnings can be excluded. The maximum earnings creditable for social security are $3600 for 1951-1954; $4200 for 1955-1958; $4800 for 1959-1965; and $6600 starting in 1966. Because of this, the benefits shown in the last two columns on the right will not generally be payable for some years to come. When a person is entitled to more than one benefit, the amount actually payable is limited to the largest of the benefits.

However, if you become totally disabled before 65, benefits may be made payable to you and your dependents at age 65 rates—and these in addition to any disability payments you may be receiving.

Social Security coverage may also provide a monthly income for your widow and children or for your dependent parents should you die while covered by the provisions of the Act.

ALSO, BEGINNING JULY 1966, an additional health insurance program for most U. S. citizens age 65 or over goes into effect.

The health insurance program consists of two plans. The first covers hospital and hospital related services. The second helps pay for physician's services and other medical expenses not covered by the hospital plan.

The hospital plan is now available without the payment of premiums to all who are now 65 years of age or who will be 65 by 1 Jul 1966 and who are now eligible to receive Social Security benefits.

The second plan, covering physicians' services, includes only those who are 65 or older who voluntarily enroll in the plan and pay a premium of three dollars monthly. For this plan, the government makes a matching contribution.

If you were born after 1925 (1928 for women), to be eligible for Social Security retirement benefits, you will need 40 calendar quarters of coverage. This amounts to 10 years of coverage before you are fully insured. A quarter is defined as a three-month period in which you earned at least $50.

If you earn six calendar quarters of coverage within three years before your death, you are, in Social Security language, *currently insured* and your dependent survivors are eligible to receive benefits.

You retain your currently insured status 18 months after you are separated from military service even if you do not get a job which is covered by Social Security during that period.

As mentioned above, a currently insured status pays off in monthly benefits only if you die and leave children. These benefits are payable to children under 18 (22 if attending school) or who are disabled.

They are also payable to your widow (including a surviving divorced mother in some circumstances) who has in her care children who are under 18 or disabled.

Your wife may collect Social Security benefits when she reaches age 62 whether or not there are children. If your wife decides to receive payments before she is 65, she will receive a reduced amount as long as she receives a wife's benefits unless she is caring for one of your children under 18 years of age or disabled and collecting payments based on your account.

It might be well to note here that your wife would be ahead of the game for the first 12 years if she elects to accept reduced benefits at 62. After that length of time, she would be better off financially had she waited until she reached 65. Wives must have been married at least one year before they are eligible for Social Security benefits.

A stepchild of a retired or disabled worker may also receive benefits if his mother was married to the worker at least one year before application for benefits was made.

Here is a table which will help you determine how many quarters you will need to be fully insured.

If you reach age 65 (62 for women) or die in	You will need this number of credits
1965	14
1966	15
1967	16
1968	17
1969	18
1970	19
1971	20
1972	21
1973	22
1974	23
1975	24
1976	25
1977	26
1978	27
1979	28
1980	29
1981	30
1982	31
1983	32
1984	33
1985	34
1986	35
1987	36
1988	37
1989	38
1990	39
1991 an	40

All-Navy Cartaon Contest
C. Wise, HMCS, USN

"I know we said we'd 'keelhaul' him, but I didn't mean it literally."

When you or your dependents become eligible for Social Security benefits, you (or they) must apply for them, for payment is not made to you automatically when you reach Social Security retirement age or to your survivors when you die.

When application for benefits is made, you will need your Social Security card, proof of your age. marital status and relationship to you of any children involved.

If you were in the service before 1 Jan 1957, you were granted a free wage credit of $160 per month. This over-all time can, in turn, be divided into two periods for determining whether credits can be granted. These are from 16 Sep 1940 to 24 Jul 1947 (World War II period) and from 25 Jul 1947 to 31 Dec 1956 (postwar period). If you are eligible for this military credit all you have to do to receive it is show your DD Form 214.

You can prove your age by showing any reasonably old record which gives your date of birth. The best record for this purpose, of course, is a birth certificate. If this is not available; an old family bible record, a baptismal certificate, an insurance policy or a marriage record will do. The principal qualification is that it must be old enough to preclude the possibility of premeditated deceit to obtain benefits.

If either you or your wife were married to someone else before you married each other, you should also have proof concerning the termination of that marriage either by death (death certificate) or divorce (divorce decree).

If you lack some of this documentation, consult your local Social Security office and you will probably receive some suggestions concerning proof which you can produce.

Retired Navymen may wonder just how much their Social Security income will supplement their retired pay when they reach age 65. The current range of payment extends from $44.00 for a single recipient to $203.90 for a veteran and his wife.

The exact amount of Social Security benefits you and your family will receive depends, of course, on the average amount of your earnings preceding the day you retire, become disabled or die.

It is possible to obtain an approximate idea of the amount of money you will receive, however, by consulting the tables of examples of monthly cash benefit payments. You would receive the same amount shown in the table if you were disabled that you would receive when you reach 65.

Payments to your dependents are computed from the amount you are eligible to receive. Regardless of the number of your dependents. the total amount to which your family is entitled cannot exceed the maximum family payment shown in the examples of monthly cash benefit payments as shown on page 48.

ANSWERS TO QUIZ AWEIGH

Quiz Aweigh may be found an page 37.

1. (a) 72 hours. Commanding afficers may grant 96-hour liberty anly when specifically authorized by the Chief af Naval Persannel. Saturday and Sunday must be included in the 96-haur period.

2. (c) Never. This is a pravision af the Armed Farces Leave Act of 1946.

3. (b) 30 doys. However, minus leave credit cannat exceed the amaunt af leave that would narmally be earned during the remaining period af abligated active duty, except in emergency situatians, which allaw up ta 45 days minus credit.

4. (a) When departing from duty station. However, if emergency leave is taken fram an overseas locatian, leave cammences upan arrival in cantinental U. S. and terminates at the spat of debarkatian far travel back overseas.

5. (c) Either credit ar cash, but nat bath. A combinatian of cash settlement and carry-over of unused leove is nat permissible.

6. (b) Nat chargeable as leave.

7. (b) Not chargeable as leave.

Undergraduate Program Now Open to Reserve Officers

THE NAVY'S Undergraduate Program, previously available only to officers of the Regular Navy, is now open to Naval Reserve Officers on active duty as well. If your grade is lieutenant junior grade, lieutenant, or lieutenant commander, and you do not hold a baccalaureate degree, this may be your opportunity to obtain one.

The Undergraduate Program, as you probably know, is designed to raise the educational level of officers on active duty and to increase the number of Navy officers qualified for education at the graduate level.

Should you be interested in obtaining a Bachelor of Science or Bachelor of Arts degree, take a look at these minimum requirements and see how you stand.

- You must be in the unrestricted line or Supply Corps in the grades of lieutenant junior grade through lieutenant commander (Limited Duty Officers are not eligible).
- You must not have failed of selection.
- You must not have reached your 40th birthday at the time the selection board meets (usually in July).
- You must have an advanced undergraduate standing of at least 45 semester hours (67½ quarter hours) from an accredited educational institution, and you must have maintained at least a "C" average. (You may be granted up to a maximum of 30 semester hours credit for service schools attended. This means that you must have at least 15 semester hours from educational institutions other than service schools. You will not receive credit for college-level GED tests or Navy Correspondence courses.)
- Your previous undergraduate work must include mathematics courses at least through college level algebra.

If you have participated in the Five-Term Program, or you previously attended a postgraduate curriculum of one academic year or longer, you are not eligible for the Undergraduate Program.

If you meet these requirements, and you are still interested, all you have to do is apply.

You must write a letter-type application (in duplicate) to establish your academic eligibility. Be sure to include:

- Your date of birth.
- Your date of rank.
- Two copies of high school transcripts.
- Two copies of transcripts from each college you attended.
- Two copies of college-level USAFI course completion certificates, if any.
- An original and one copy of "Application for Credit for In-Service Educational Experiences, (DD Form 295), listing all service schools attended.

In addition, you should indicate on your preference card that you want the Undergraduate Curriculum (number 461).

A selection board will convene (usually in July) to consider those officers who have established their eligibility for the Undergraduate Program, and are due for shore duty during the following year. Needless to say, your performance and your academic background will carry a lot of weight with the board.

Should your name be among those selected, you can look forward to receiving orders to the Postgraduate School in Monterey. You may be there up to two years, depending upon the amount of credit given for previous undergraduate work.

Further information may be found in BuPers Inst. 1520.97.

A New Opportunity

- NENEP—If you are a petty officer in the hospital corps on active duty (either male or female), your chances of a commission may be better than you think. Under a new program called NENEP—the Navy Enlisted Nursing Education Program—you may be able to qualify as a Nurse Corps Officer in the Naval Reserve.

With an uninterrupted four-year education (possibly three years if you have enough college already behind you), you can earn a baccalaureate degree in nursing. Upon receipt of your degree, you will, of course, have to take the required state board examinations for licensing as a registered nurse.

When you receive your license, you are commissioned Ensign (2905), and head for Officer Candidate School at Newport, R. I. Upon completion, you go to work at a naval hospital.

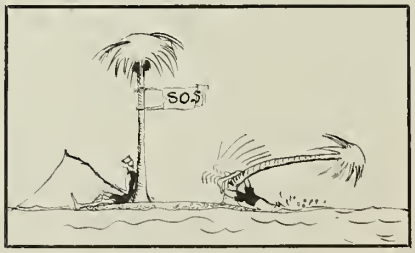
Should you be commissioned through this program, you will be required to spend four years on active duty.

If this sounds attractive, take a look at these eligibility requirements and see whether you qualify:

- You must be a U.S. citizen.
- You must be less than 24 years old as of 1 July of the year in which application is made. However, a waiver on the age requirement may be made on the basis of one year for each year of transferable college credits.
- Men may be either single or married, but women must be single at the time they enter the program. They may, however, be married after entering the program or during the active duty obligation, but must agree not to request discharge or submit resignation by reason of marriage.
- You may have dependents, except women cannot have dependents under 18.
- You must be a high school graduate with at least a C-plus grade average.
- You must have a combined GCT/ARI score of 118.
- You must have no record of conviction by general, special or summary court martial, and no record of non-judicial punishment for the two-year period preceding 1 July of the year in which application is made. And you must have no record of civilian conviction other than minor traffic offenses.
- You must meet the standards which are required of a prospective officer.

If you meet these requirements, you might do well to check into the program. For more information, see BuPers Inst. 1120.37.

All-Navy Cartoon Contest
C. A. Deleon, DMSN. USN



"Say, Fred, got a bite yet?"

Coastal Sports Meets Set Up In Streamlined Schedule

The big word is "change" in the 1966 All-Navy and Interservice sports schedule.

Emphasis will be on saving time in the eliminations by dropping the regional tournaments in boxing, senior golf and senior tennis. Competition will be open to all district or local activity representatives. Tournaments will be held on a coastal basis, instead of regional, in preparation for the All-Navy tournaments.

Naval Amphibious Base, Little Creek, Va., and Naval Station, Treasure Island, Calif., have been designated as hosts for the coastal meets in boxing. South Atlantic and Pacific Coast regional coordinators will nominate hosts for the senior tennis coastal competition. North Atlantic and Pacific Coast will nominate hosts for senior golf play on their respective coasts.

In keeping with the *Special Services Manual*, districts are encouraged to hold their own championships as they have in the past, but there is one change. Individual commands may also nominate participants directly to the coastal championship tournaments, provided the nominees have not already competed in a district championship from which nominations to the All-Navy are to be made.

In other words, district championships may be bypassed in favor of the direct route to coastal competition, but once an individual has competed in a district meet and lost his bid for a coastal nomination, he cannot then be nominated to the coastal meet by his parent command.

Two sports, wrestling and swimming, have been dropped on the All-Navy level. However, rather than eliminating championship competition entirely, the All-Navy tournaments in these sports will be replaced by East and West Coast meets, which will be open to all individuals and teams nominated by parent commands.

Interservice wrestling will be continued, so the winners of the coastal championships will be considered as participants. Parent commands may also nominate entries for the Interservice meet.

There will be no Interservice swimming. Until this year, the Navy was the only service to have swimming competition on an All-service level.

Where an Interservice meet succeeds an All-Navy tournament, teams will be chosen to represent the sea service. The All-Navy will be used as a basis for selection.

Two new sports have hit the schedule for the 1966 season—judo and track and field. Both will be held on the Interservice level, but not on an All-Navy level.

Nominations to the Navy teams in the two sports will be made from individual commands. Particular consideration will be given the winners of area competitions where they are held.

Individuals in track and field events will be expected to meet minimum qualifying standards to be set at a later date.

Basketball, volleyball, bowling and softball eliminations remain unchanged.

Regional coordinators for the 1966 All-Navy schedule are: Com14, Western Pacific region; Com12, Pacific Coast; Com5, South Atlantic; and Naval District of Washington, North Atlantic.

• **CASH AWARDS**—Navymen will soon begin receiving cash awards for their money-saving ideas on the same basis as that now authorized for Civil Service employees.

Public Law 89-198 authorizes payments up to $25,000 to servicemen for money-saving beneficial suggestions, inventions and scientific achievements which are adopted or which merit recognition.

Details of how the suggestions will be processed have not been worked out as yet. Navy Department officials are conferring with other representatives of the Department of Defense to set up the program.

However, all contributions submitted after 14 October will be considered, and are eligible for an award.

The suggestion form NavExos 12450/8 (Revised 3/64), normally used by Civil Service employees, should also be used by Navymen when it is available.

When this form is not available locally, suggestions should be submitted to the commanding officer, and should be identified by the name, rank/rate and serial number of the contributor.

Helpful guidelines for developing a suggestion include explanation of:

- What it is.
- Where it has application.
- Who should do it.
- When it was or should be done.
- How it should be done.

Further instructions concerning this program, including how suggestions will be processed and the appropriate award scales, will be issued as soon as they are developed.

A1Nav 69 announced the program to the Fleet.

New Correspondence Courses Available for Study

Here is a list of the new correspondence courses available through the Navy Correspondence Course Center in Scotia, N. Y.

- *ECC Airman*, NavPers 91600-B (supersedes NavPers 91600-A).
- *ECC Communications Technician M 3 and 2*, NavPers 91557-B (supersedes NavPers 91557-A).
- *ECC Damage Controlman 1 and C*, NavPers 91546-1C (supersedes NavPers 91546-1B).
- *ECC Aviation Electronics Technician 1 and C* (Confidential), NavPers 91615-C (supersedes NavPers 91615-B).
- *OCC Economics of Defense*, NavPers 10425.
- *OCC Engineering Administration*, NavPers 10992-A (supersedes NavPers 10992-5).

ECC Electrician's Mate 1 and C (NavPers 91526-1A) supersedes NavPers 91526-1.

ECC Utilitiesman 1 and C (NavPers 91596-2) supersedes NavPers 91596-1A.

ECC Air Controlman 3 and 2 (NavPers 91676-1A) supersedes NavPers 91676-1.

ECC Quartermaster 1 and C (NavPers 91253-C) supersedes NavPers 91253-B.

ECC Damage Controlman 3 and 2 (NavPers 91544-2B) supersedes NavPers 91544-A.

ECC Equipment Operator 3 and 2 (NavPers 91574-2B) supersedes NavPers 91574-2A.

ECC Gunner's Mate (Missiles) 3 and 2 (NavPers 91379) supersedes NavPers 91354-B and NavPers 91355-1C. (Classified Confidential.)

OCC Education and Training (NavPers 10965-B) supersedes NavPers 10965-A2.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 65—Announced signature by the President of Public Law 89-214, which automatically covers every active duty member of the uniformed services with $10,000 life insurance.

No. 66—Announced approval by the Secretary of the Navy of the report of a selection board which recommended women line officers for promotion to lieutenant commander.

No. 67—Announced approval by the President of the names of officers nominated for promotion to the grade of rear admiral.

No. 68—Discussed details of disbursing procedures for Serviceman's Group Life Insurance.

No. 69—Announced signature by the President of Public Law 89-198, which authorizes cash awards to military personnel for suggestions, inventions or scientific achievements which contribute to the efficiency and economy of government operations.

No. 70—Discussed tentative procedures to be followed by disbursing officers when serviceman elects other than full $10,000 coverage of SGLI.

No. 71—Required that certain medical supplies be suspended from issue and use.

No. 72—Announced approval by the President of the names of staff officers nominated for promotion to the grade of rear admiral.

No. 73—Announced approval by the Secretary of the Navy for the President of report of a selection board which recommended line officers for temporary promotion to the grade of lieutenant commander.

No. 74—Described steps to be taken to meet the underway requirements for entitlement to submarine pay.

No. 75—Announced approval by the Secretary of the Navy for the President the report of a selection board that recommended Marine Corps officers for temporary promotion to the grade of major.

No. 76—Announced approval by the Secretary of the Navy for the President the report of a selection board that recommended Marine Corps officers for temporary promotion to the grade of captain.

Instructions

No. 1120.33C—Invites applications from permanently commissioned USN officers, temporary LDOs, and USNR officers for transfer between unrestricted line and restricted line of the Regular Navy.

No. 1300.35—Describes the policy and procedures for the designation and assignment at their own request of officers and enlisted personnel as sole surviving sons. Does not apply to USN officers.

No. 1900.3—Sets forth a list of major naval activities in the United States where Navymen arriving from overseas for separation should report.

Notices

No. 1306 (27 September)—Announced procedures for assigning enlisted personnel completing tours in Vietnam.

No. 1221 (28 September)—Provided changes to *Manual of Navy Enlisted Classifications* (NavPers 15105I).

No. 1430 (1 October)—Listed the names of those advanced in rating to chief petty officer.

No. 1620 (4 October)—Reemphasized the need for commanding officers to exercise great care in the supervision of family responsibilities of enlisted personnel to register allotments in amounts sufficient to meet domestic obligations.

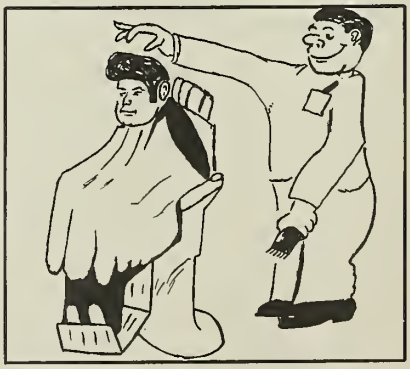
No. 1120 (6 October)—Announced the selection of personnel recommended for appointment in the grade of ensign, Medical Service Corps.

No. 5890 (8 October)—Described details of PL 89-185, which increases the maximum amount payable on personal property damage claims from $6500 to $10,000.

No. 1418 (28 October)—Announced the schedule for Navy-wide examinations for enlisted personnel in February, and provided information regarding the advancement in rating and changes to the procedures of BuPers Inst. P1430.7D for this examining period.

No. 1430 (29 October)—Announced the names of those selected for advancement to senior and master chief petty officer.

All-Navy Cartoon Contest
D. E. Giebner, SN, USN



"You wont your sideburns? Okay, hold out your hands."

• **CREDIT FOR CRUISES**—Navymen who voluntarily extended their enlistments for the purpose of completing a cruise will receive credit towards completion of the all-Navy four-month involuntary extension.

In other words, men who extend to make a cruise will not have to serve the full four-month involuntary extension when they return to CONUS. The period of their cruise extension will be subtracted from the additional four months.

Although the AlNav which announced the four-month extension had provisions crediting Navymen who extended at the Navy's request (NavOp 10), men who extended for cruises were not mentioned.

NavOp 16, which announced the rules on cruise extensions, also had a few words concerning early discharge due to insufficient obligated service to complete—or begin—a cruise.

In the past, commanding officers have had the authority to discharge men up to three months early if there were the possibility of being held on board past their EAOS because of the unit's deployment.

During the involuntary extension commanding officers will not discharge such men, but make them available to the fleet EPDO for transfer to another unit where they may serve until their normal—extended, at present—discharge date.

DECORATIONS & CITATIONS

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ DEUTERMANN, HAROLD T., Vice Admiral, USN, as Vice Chairman and Chairman, U.S. Delegation, United Nations Military Staff Committee; Commander Eastern Sea Frontier; and Commander, Atlantic Reserve Fleet, during the period from February 1963 to April 1965.

★ REICH, ELI T., Rear Admiral, USN, as head of the Special Navy Task Force for Surface Missile Systems (later known as the Surface Missile Systems Project) from July 1962 to April 1965.

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United Stotes . . ."

★ LEE, John M., Rear Admiral, USN, as Executive Officer of the United States/Organization of American States Emergency Relief Mission to the Dominican Republic from 17 May to 9 Jun 1965, for his contributions to the success of the relief team operation, which trebled the flow of free food into Santo Domingo, and expedited delivery of medical supplies in the crisis.

★ QUIGLEY, Donald F., Captain, USN, as Assistant to the Director, Ships Material Readiness Division, Office of the Chief of Naval Operations, from July 1962 to May 1965, for his contributions to the development and implementation of the Standard Navy Maintenance and Material Management (3M) Program.

★ RE DAVID, Louis F., Captain, SC, USN, as Supply Officer, Marine Corps Air Bases, Eastern Area, and Marine Corps Air Station, Cherry Point, N.C., from 28 Sep 1962 to 1 Jan 1965, for his contributions in initiating improvements in Marine logistic support, and in inventory management systems that will have a Navy-wide application.

★ ROBBINS, Spencer E., Captain, USN, as Director of Congressional Investigations, Office of Legislative affairs, Department of the Navy, from September 1962 to August 1965, for his contributions in classified matters vital to the security of the U.S. and for work in aircraft development investigations, which have established lasting patterns for future use.

★ RUCKNER, EDWARD A., Rear Admiral, USN, as Deputy Chief of Naval Material (Development) and Chief of Naval Development, from December 1963 to May 1965, for his accomplishments in directly supervising the establishment of a centrally coordinated organization for the development and evaluation of new warfare and support systems.

★ SMITH, HARRY, Rear Admiral, USN, as Deputy United States Representative to the Standing Group and Military Committee of the North Atlantic Treaty Organization from 1 Jul 1963 to 30 Jun 1965, for his contributions to the advancement of U. S. interests in NATO and the development of effective relationships with counterpart officials of Allied nations.

★ WALKER, FRANCIS D., JR., Captain, USN, from 1 Aug 1962 to 30 Jun 1965, with the Weapons Systems Evaluations Group, Office of the Director of Defense Research and Engineering, Office of the Secretary of Defense, for his contributions to weapons systems evaluation.

★ WARD, Robert E.M., Rear Admiral, USN, as Commander Naval Reserve Training Command, for his accomplishments in a reoriented Naval Reserve training program, and his improvement of the readiness of the Selected Reserve, contributing to the overall Navy mobilization capability.

★ WENDT, Waldemar F. A., Rear Admiral, USN, as Director, Strategic Plans Division, Office of the Chief of Naval Operations, from November 1962 to July 1965, for his contributions to the formulation of major Navy and Joint plans and policies directly affecting United States security.

★ ZUMWALT, ELMO R., JR., Captain, USN, for service to the Assistant Secretary of Defense (International Security Affairs) from 25 Jun 1962 to 19 Nov 1963, and as Executive Assistant and Naval Aide to the Secretary of the Navy from 19 Nov 1963 to 21 Jun 1965, for his contributions in politico-military matters during the Cuban crisis and in matters of great importance to national security.

Gold Star in lieu of Second Award

★ AILES, JOHN W., III, Rear Admiral, USN, as Commander Service Force, U. S. Atlantic Fleet, from 27 Jul 1963 to 30 Jun 1965, for his accomplishment in developing and implementing an operational concept which increased the flexibility and extent of mobile logistic support to the Fleet available from limited and aging resources.

Gold Star in lieu of Second Award

★ BOND, George F., Captain, MC, USN, as Senior Medical Officer of Project Sealab I from 1 Apr to 4 Aug 1964, for his contribution to the basic research of correct breathing mixtures for the aquanauts, which was a prime factor in the operation's success.

Gold Star in lieu of Second Award

★ DORSEY, JACK S., Rear Admiral, USN, from 3 Dec 1962 to 1 Dec 1963 as Deputy Director, Communications Satellite Project Office, Defense Communications Agency, and from 2 Dec 1963 to 15 Jun 1965 as Chief of Staff, Defense Communications Agency, for his contributions in complex communications-electronic matters.

Gold Star in lieu of Third Award

★ RENKEN Henry A., Rear Admiral, USN, as Deputy to the Assistant Chief of Naval Operations (General Planning and Programming) from 27 Mar 1962 to 10 Jan 1963 and as Assistant Chief of Naval Operations (General Planning and Programming) from 10 Jan 1963 to 11 Jun 1965, for his contributions to the reorganization of the Navy Program Planning System, leading to increased effectiveness and operating efficiency of the Department of the Navy.

Gold Star in lieu of Fourth Award

★ ROEDER, Bernard F., Vice Admiral, USN, as Assistant Chief of Naval Operations (Communications) and Director, Naval Communications, from October 1961 to May 1965, for his accomplishments in the planning and implementation of complex programs for the improvement of Navy communications, and his contributions in the first installation of communication satellite terminals in combatant ships.

LETTERS TO THE EDITOR

Seavey Status Depends on Backlog

SIR: I have two quick questions. The first—has a cutoff date been established for the next E-8/E-9 examination? As you know, this year the cutoff date was 16 Jan 1966. Will it be 16 Jan 1967 for the next examination?

The second question—In view of the current situation, will Seavey continue working in the same manner as in the past?—E. H. C., PNCA, USN.

• *For advancement to pay grades E-8 and E-9, time in present pay grade and in service is computed to 16 January of the following year. This is standard procedure.*

If you have studied Alnav 45, BuPers Notice 1306 of 14 Jul 1965, or read the Bulletin Board article beginning on page 52 of the September issue of ALL HANDS, *you will know, by now, that sea duty cutoff dates have been established for Seavey C-65. Thirty-five ratings were omitted from C-65 because there was a backlog in these ratings which was becoming unmanageable. As soon as the backlog is reduced in the 35 omitted ratings, they, too, will be included in Seavey; otherwise, Seavey continues as before.*—ED.

Why Can't I Have Sea Duty?

SIR: I am a signalman. I was transferred from sea to overseas shore duty a short time ago, then disappointment set in. I am presently attached to a naval communications station, performing the work of a radioman.

I don't think most SMs desire this type of duty, nor are they suited for it. For my own part, I would rather be back at sea, where I can work in my rating.

Since there's no real need for our services, why are SMs ordered to COMSTAS?—P. R. C., SM2, USN.

• *It's primarily for rotation purposes, but also for the purpose of manning our always critical communications billets. There are but a limited number of billets ashore where signalmen can work in their rating (primarily instructor jobs). The* COMSTA *billets in CONUS and overseas give SMs a fair opportunity for rotation ashore. A* COMSTA *is the most logical place for assignment under these circumstances, since both signalmen and radiomen work in the communications field.*

However, if you prefer to remain at sea, you may write to the Commanding Officer, Enlisted Distribution Office, U.S. Pacific Fleet, and request reassignment to arduous sea duty.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

HM to MD?

SIR: According to SecNav Inst. 1500.4A, it is possible for a Navyman, under certain conditions, to obtain a fellowship, scholarship or grant and attend a college or university on a full-time basis while in an active duty status.

Recently a hospital corpsman third class stopped by my office to see about the possibility of an assistance aid program whereby he can obtain the education necessary to become a medical doctor. As I see it, this program fits his needs perfectly.

Is there a list which would show the sponsors or donors who offer these fellowships, scholarships or grants? And if you have any other advice, information or clarification about this program, I would appreciate receiving it. I can always use it to explain the program to someone else.—R. D. H., PN1, USN.

• *The Navy does not have a program in which a hospital corpsman may pursue full-time studies which lead to a doctor's degree in medicine. Actually it would hardly be feasible for him to obtain the financial assistance under the provisions of this instruction.*

In the first place, it is doubtful that donors of these fellowships, scholarships and grants would consider a hospital corpsman while he is on active duty. Remember, it takes approximately eight years of study for him to obtain his degree, and this is followed by a year of internship.

And secondly, SecNav Inst. 1500.4A requires the recipient of this assistance aid program to agree to serve three times the length of the period of education or training which he received. In the HM's case, his period of obligated service could run as high as 24 years. We don't think he would really want that.

There are, however, several programs available to the hospital corpsman through which he could improve his educational level while he is in the service. Eventually, he may obtain a degree from an accredited college or university.

For instance, he has the USAFI program, Tuition Aid Program, Naval Academy Preparatory School Program and the Naval Enlisted Nursing Education Program (NENEP), the last of which is available to both men and women hospital corpsmen. You might channel the man's interests along one of these lines. (Of course, his degree won't be in medicine, and perhaps it won't even be in the medical field.)

Should you happen to come across someone who is eligible for this program, there are many agencies that provide loans, scholarships or grants. In scholarships alone, there are about 100 million dollars available through the colleges and through such programs as the National Merit Scholarships. About one student in five receives some type of scholarship which ranges from less than $100 to $2000. The average is in the neighborhood of $250.

Your man's best source of financial assistance, however, is the colleges themselves. They have the greatest resources for student aid and can direct the student to special programs and sponsors. And you will find a number of reference books which are available in most school and public libraries, to

GLAD TO BE BACK—Navy pilot LTJG Michael Weakley shows hole in wing of A4E Skyhawk, *received in reconnaissance mission over Vietnam. He was able to get back to* USS Midway *(CVA 41) despite damage to plane.*

PRECISION air-to-air refueling of jet is made by Navy A3 *Skywarrior* as it connects its fuel drogue to F8 Crusader.

be a good source of information. Some of these books are:

Scholarships, Fellowships and Loans *by S. Norman Feingold.*

Financial Aid for College Students: Undergraduate *by Theresa B. Wilkins, U. S. Office of Education Bulletin 1957, No. 18, Washington, D. C.*

Lovejoy-Jones College Scholarship Guide *by Clarence E. Lovejoy and Theodore S. Jones.*

American Universities and Colleges *by Mary Irwin, American Council on Education, Washington, D. C.*

Have we been helpful?—ED.

This Will Keep You Busy

SIR: I am a CYNSN, and am trying to prepare for the February 1966 advancement examination for E-4. I have been to the educational services office at my command, as well as the personnel office, but I can't find out what I should study.

I have begun working on the YN 3 and 2 course, but I'm not sure these will prepare me. Can you help?

One further question: Are men in the CYN rating eligible for automatic advancement after completing A school in accordance with BuPers Inst. 1133.-13A?—F. A. L., CYNSN, USN.

• *Study materials for advancement to CYN3 may be found in the* Study Guide for Communications Yeoman *(NavPers 10034), as referenced by* Training Publications for Advancement in Rating *(NavPers 10052-M). These pubs should be available in your educational services office, but in case they're not, here's what you should study:*

• Basic Military Requirements, *(NavPers 10054-A).*

• Radioman 3 and 2 *(NavPers 10228-D), chapters 2, 3, 5, 6, 7, 9, 10, 11, 12, 13, 14.*

• U. S. Naval Communication Instructions *(DNC 5 (c)), chapters 1, 2, 5, 8, 9, 13, Annex B, and basic content.*

• Yeoman 3 and 2 *(NavPers 10240-D), Chapters 1, 2, 4, 5, 6, and appendix III.*

• Military Requirements for PO3 and 2 *(NavPers 10056-A).*

• Navy Correspondence Manual *(SecNav Inst 5216.5), basic content.*

• U.S. Navy Regulations, *basic content.*

• Navy Directives System *(SecNav Inst P5215.1B), basic content.*

• Navy-Marine Corps Standard Subject Classification System *(SecNav Inst P5210.11), basic content.*

• Department of the Navy Security Manual for Classified Information *(OpNavInst 5510.1B), chapters 1, 2, 3, 4, 6, 8, 13 and basic content.*

• Bureau of Naval Personnel Manual *(NavPers 15791A), basic content.*

• Manual of Qualifications for Advancement in Rating *(NavPers 18068-B) (see performance test instructions).*

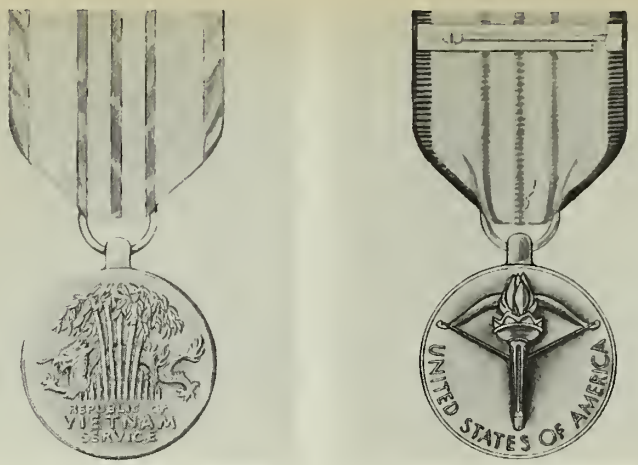
By early November a new training course, Communications Yeoman 3 *(NavPers 10245) should be available, and will greatly simplify the situation. It should include information from the sources listed above and will replace the requirement to study most of the pubs on the list.*

As for your second question: Yes. The Instruction you mentioned, however has been superseded by BuPers Instruction 1133.13B.

CYN's, like men in many other ratings, may be automatically advanced if they graduate from school with a final class grade higher than the class average of the previous four quarters and if they reenlist for six years—providing they have less than three years and more than one year of service at the time of graduation.

For more information see your Educational Services Officer.—ED.

PROUD LADY—*USS Shelton* (DD 790) poses for picture with rails manned before current deployment to Western Pacific as a unit of the U. S. Seventh Fleet.



REPUBLIC OF VIETNAM Service Medal design has been established. Medal is bronze. Ribbon is yellow, edged in green with red stripes.

More on Strange Creatures of the Sea

SIR: This is in response to a letter in the February 1965 issue, concerning the title, Golden Shellback.

Your reader inquired if a golden shellback is a person who has crossed the equator at the 180th meridian; one who crossed the equator and the 180th meridian on different occasions; or if there is, in fact, such a thing as a golden shellback.

Your answer was a qualified "yes," that there are "several Navymen who claim the title by virtue of their crossing the equator at the international date line."

A few years ago, while attached to USS *Spiegel Grove* (LSD 32), I made a Solant Amity cruise to African countries. En route, our task force crossed the equator at latitude and longitude of 00-00. Traditional ceremonies were held, and our crew was gathered into the deep as honorary "golden shellbacks." Certificates were issued proclaiming this, and service record entries were made to this effect.

Since then, I have encountered only two other Navymen who claim to be golden shellbacks. Most men, including a lot of old salts, said they had never heard the term.

The two chiefs who claim to be golden shellbacks said that to qualify, you must cross the equator at longitude 00-00. They both had also crossed the international date line and became golden dragons.

This all seems to confuse the issue, then, wouldn't you say? After all, the Greenwich meridian and the international date line are halfway around the world from each other where they cross the equator.

All I know is that I was definitely gathered into something, and I'd like to know for sure what it was. What's your verdict?—T. C. SM2, USN.

• *The question is—Is there such a thing as a golden shellback?*

Okay. We have previously tossed this one to the Fleet in hopes that some shellback, somewhere, would request a plenary session of the court of Neptunus Rex *to rule on the issue. To date we have heard nothing, and we can only assume that if, in fact, such proceedings have been initiated, we must have a hung Royal Jury on our hands.*

Our staff members—shellbacks and pollywogs alike—are reluctant to render so much as an opinion on the subject, fearing they will incur the full wrath of Neptune should the opinion be baseless and unseamanlike.

Likewise, the Naval History Division wisely declines to attempt an answer, because of the lack of documentary evidence to support any opinion.

The best we can do at this juncture is provide a summary of certain facts.

First, the fearsome Neptune, ruler of the sea, requires all seamen and landlubbers alike to pay him due homage when they first sail across the equator, which is his Royal Domain.

By being duly initiated into the Solemn Mysteries of the Ancient Order of the Deep, the pollywogs (initiates) are gathered into the fold to become shellbacks, and as such they are forever after allowed safe passage by all mermaids, sea serpents, whales, sharks, porpoises, dolphins, skates, eels, suckers, lobsters, crabs, pollywogs and other living things of the sea.

A form of crossing-the-line ceremonies is recorded as early as 1529, placing this among the oldest seagoing traditions still practiced today.

Among the numerous other honorary seafaring societies, there is the Realm of the Golden Dragon. Membership in this is traditionally reserved for all who cross the international date line, westward bound. Such travelers become Golden Dragons.

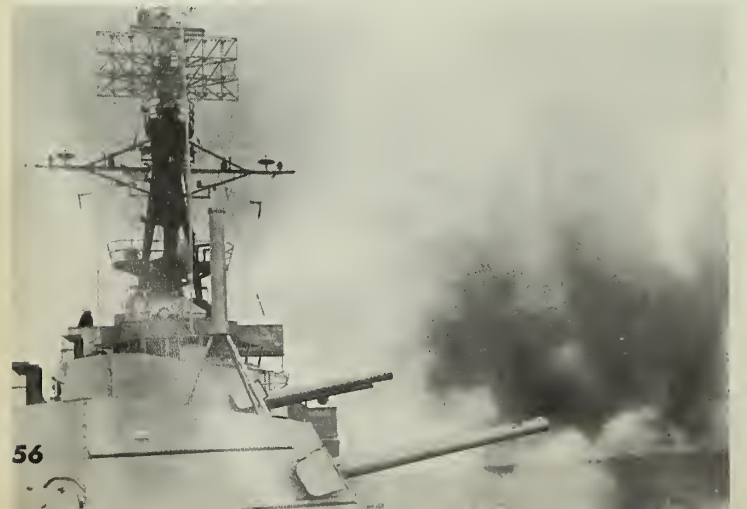
So we do have shellbacks and golden dragons.

The Naval History Division reports that several Navymen, claiming to be Golden Shellbacks, have inquired as to the origin of the term. Research on the subject has failed to reveal any historical use of this title.

Judging by the certificates held by most of these "Golden Shellbacks," however, the title appears to be a bastardized form of golden dragon and shellback. This would indicate that the crossing was westward bound, at latitude 00-00 degrees, longitude 180-00 degrees.

It is not known who originated this

BUSY DAY—*USS E. G. Small* (DDR 838) gives support against Viet Cong targets. *Rt:* Empty shell cases cover decks.



title, on what authority it was originated (for instance, has King Neptune concurred in its usage?), or how widely it is or has been used. However, in a navy full of imaginative terms, where dental technicians have been tagged "gummer's mates" and firemen are called snipes, it would be child's play for someone to coin a simple combination like Golden Shellback.

As a precedent for such a combination, we can cite horned shellback—*a man who becomes a Mossback (by rounding Cape Horn) and a Shellback on the same voyage. This term is in common usage.*

Presumably, the only way we can hope to trace the origin of Golden Shellback is to hear from all who claim this distinction, with a description of the circumstances under which it was bestowed and the date. We will then do our best to piece all the information together.

Just as an observation, based on the foregoing information, it would seem that you were literally 180 degrees (longitude) off qualifying as a Golden Shellback (if there is such a thing) when you made the Solant Amity cruise. We cannot find evidence that any honors are due for crossing the Greenwich meridian, whether or not the crossing is made at the equator.—ED.

Porterfield Earned Many Ribbons

SIR: I was stationed aboard USS *Porterfield* (DD 682) from March 1951 until 23 Jun 1954. We made three tours in Korea during that period, and also went on a Tonkin Gulf patrol off what was then called Indochina.

Are crew members of *Porterfield* eligible for the Korean Presidential Unit Citation and, in the event a ribbon is issued for the Vietnam action would we be eligible for that?—D. W. B., ex-USN.

TOTEM POLE award is given each quarter to top squadron in ASW competition in Fleet Air Wing Four. PatRon One has won the over-all top ASW squadron award during the past two years with its high total for six exercises: in weapons handling, ASW tactics, reconnaissance, aerial mine laying, rocket firing, and bombing.

• *From the information in your letter, you are probably eligible for the Korean Presidential Unit Citation for the period 15 Aug 1951 to 20 Feb 1952, the Korean Presidential Unit Citation for the period 1 Nov 1952 to 22 Apr 1953 and the Korean Service Medal with four bronze stars from 15 Aug 1951 to 20 May 1953.*

Porterfield *also earned the Armed Forces Expeditionary Medal for the Quemoy and Matsu Islands Operations for the period 19 February to 28 Mar 1961, but you were not attached to the ship during that period.*

The above information was contained in the old "Awards Manual" (NavPers 15790). Although the Korean War awards are not listed in the new manual (they are no longer being earned) the lists are still good and Navymen who earned Korean decorations but did not receive them may apply to the Bureau of Naval Personnel.

Eligible personnel may submit request with pertinent information via official channels.

Porterfield *is not included in the list of ships eligible for the AFE medal for service in Vietnam.*—ED.

Over-25 Club Will Welcome You

SIR: I believe USS *Aldebaran* (AF 10) qualifies for your "Over 25 Club."

Al has been on continuous active duty since 1939. She was originally christened ss *Staghound* and was purchased by the Navy in 1940. In January 1941 she was formally commissioned as USS *Aldebaran* (AF 10).

Just 10 days after her commissioning she began hauling cargo and refrigerated provisions. As I write this letter she is en route to another replenishment operation.—L. G. C., QM1, USN.

• Aldebaran *may have been on active duty since '39 but it wasn't all with the Navy. However, she's still almost a member of the club, since January 1966 will mark the 25th anniversary of her commissioning.*

Welcome aboard.—ED.

Saga of USS Essex

1799... ...1965

A NOTICE IN THE SALEM, MASS., newspaper on 23 Nov 1798 read, in part: *"At a meeting in this town on Tuesday evening last, of those gentlemen who have subscribed to build a ship for the service of the United States, it was voted unanimously to build a frigate of 32 guns and to loan the same to the government."*

And so it came to pass that a fighting ship was born, after being conceived of, financed and constructed by dedicated private citizens in New England.

Although ships have their own curious ways of living and dying, this particular ship's name would live to bring great feats of daring and valor to the annals of naval history and legend.

From the days of sail to the introduction of steam; to the battle-scarred Pacific veteran; to today's modern ASW teams—the name *Essex* would become a tradition in the U. S. Navy.

MORE THAN 140 YEARS AFTER that newspaper notice, a new aircraft carrier was rushed to completion in the early days of World War II to bolster the battered naval forces in the Pacific. The name of this new carrier was also *Essex*.

Recapitulating more than 165 years of naval history, the name *Essex* has identified successively a frigate, gunboat, wooden screw steamer and aircraft carrier. The first ship to bear the name was the frigate *Essex*, named after Essex town and county, Massachusetts, and launched in September 1799. Accepted for the United States by Captain Edward Preble at Salem, Mass., on 17 Dec 1799, the frigate *Essex* sailed from New York for Batavia, Dutch East Indies, on 6 Jan 1800.

This voyage was to bring back a convoy of American merchant ships, as the United States was at that time engaged in a naval war with France. *Essex* sailed in company with *Congress* for the first six days until the latter was dismasted in a heavy storm, and *Essex* was obliged to continue alone. She was the first U. S. man-of-war to double the Cape of Good Hope, which she passed again on her homeward trip.

The second cruise of the *Essex* was made under the command of Captain William Bainbridge to convoy American merchantmen and blockade the Tripolitan ships in the Mediterranean from 1 Jul 1801 to 17 Jun 1802, when the ship was sent back to the U. S. for repairs. Returning to the Mediterranean in 1804 under the command of Captain James Barron, *Essex* participated in the capture of the town of Derne in April 1805 and remained in those waters until a peace settlement was concluded in the spring of 1806.

SAILING FROM NEW YORK in July 1812, under Captain David Porter after war was declared between Great Britain and the United States, *Essex* captured several British ships carrying troops to Halifax, and the British war vessel *Alert*.

Then, under orders to harry the British whaling industry in the Pacific, *Essex* sailed around Cape Horn (thus giving her the distinction of being the first U. S. man-of-war to enter the Pacific just as, in 1800, she was the first to round the Cape of Good Hope).

Essex arrived at Valparaiso in March 1813, with all hands suffering from lack of water, food and supplies after a difficult passage around Cape Horn.

For the next six months she cruised off the barren Galapagos Islands and during the periods in which she was not pursuing and capturing British whalers, she was able to make valuable contributions to the geographical information concerning the islands. Prizes were made of 12 British whalers, nearly half the total in the Pacific, and sufficient to break up the whole trade, since the remainder were afraid to venture out of port. During

this time, the captured ships served as the only source of supplies for the ship and men, with the exception of the famous Galapagos tortoises.

However, after several months, *Essex* was in serious need of overhaul. To avoid capture while defenseless, Porter headed across the Pacific, traveling 3000 miles to the southwest to the Marquesas Islands, of which he took possession in the name of the United States.

After two months of thorough overhaul, *Essex* returned to Valparaiso without finding any more British whalers.

Meanwhile, the alarmed British authorities had ordered a strong squadron to the South Pacific for the sole purpose of dealing with *Essex*. In 1814, she was blockaded by British ships in the neutral harbor of Valparaiso. She escaped to sea, but a squall disabled her, forcing her back to the coast. While still disabled, she was attacked by the British and, after a hard-fought battle, his ship a wreck and guns silenced, Porter was finally forced to surrender to save the men who still remained alive. Of a complement of 319 officers and men, 155 had been killed, wounded, or were missing.

Essex was later repaired and sent to England. She was finally sold at auction by order of the British Admiralty in 1837.

IN ACTION—*Essex* crew member carries 20-mm ammo on flight deck while arming plane during Korean conflict.

THE SECOND *Essex*, built for use as a ferryboat, was purchased in September 1861 and converted to an ironclad of 614 tons. Under the command of Captain William D. Porter, she engaged the Confederate gunboats near Lucas Bend along the Mississippi River, participated in the capture of Fort Henry, Tenn., and repelled the Confederate attack on Baton Rouge. She made two attacks on the Confederate ram *Arkansas*, which was driven ashore and destroyed by her crew.

Under Commander C. H. Caldwell, *Essex* engaged in the bombardment of Port Hudson and later engaged the battery at White Hall Point, in relief of USS *Monongahela*, and took an active part in the Red River expedition of March and April 1864. In the following year she was sold at public auction at Mound City, Ill.

A WOODEN SCREW STEAMER was the third ship to bear the name *Essex*. She was placed in commission at the Navy Yard, Boston, in October 1876 under Commander Winfield Scott Schley. The following year she cruised to Liberia and the West Coast of Africa and was subsequently attached to South Atlantic Station and the Asiatic Station. In October 1886, she visited Ponape, East Caroline group, to investigate the reported massacre of Spaniards and afford protection to American missionaries.

The ship was used as a training ship until placed out of commission at the Navy Yard, Portsmouth, N.H., during April 1898, and later used in Naval Reserve training until sold in 1930.

THE KEEL FOR THE AIRCRAFT CARRIER *Essex* was laid at Newport News on 28 Apr 1941 and she was launched on 31 Jul 1942. *Essex* was the first of the carriers of her class. This subsequently proved to be just one of her many firsts.

Captain D. B. Duncan was given command of the new carrier at the commissioning ceremonies on 31 Dec

FIRST CAPER—Frigate *Essex*, depicted here at Cape of Good Hope, was first U.S. man-of-war to double the Cape.

DIDN'T WORK—Japanese bomber crashes into *USS Essex* (CV 9) in 1944. *Below:* Ordnancemen check plane in WWII.

1942, at the Norfolk Navy Yard. In his message to the crew he said, "It is my intention and expectation that between us we shall make the name of *Essex* carry fear and destruction to our enemies and be an everlasting credit to our country and our flag."

With the completion of preliminary trials, qualification of her air group, and her shakedown cruise, *Essex* departed Norfolk, transited the Panama Canal and by June had arrived at Pearl Harbor.

The Marcus Islands were the proving ground for the new carrier and her air group. For 10 hours, on 31 Aug 1943, the island came under incessant attack as Japanese planes were caught and burned on the runways, followed by complete destruction of air facilities and major installations.

Wake Island was next. *Essex* was the flagship of a large carrier task force. As with Marcus Island, Wake had been raided only once before and surprise was once again the keynote to success. The approach was made without detection and a large number of planes were destroyed or damaged on the ground. Of the few Japanese fighters which attempted interception, several were shot down. The strikes persisted throughout the day and were resumed at sunrise the following day. Buildings, ground installations and buried stores were destroyed.

SEASONED AT MARCUS AND WAKE, the fighter wings aboard *Essex* fought for 10 hours in the raid on Rabaul on 11 November.

The attack was not a part of the over-all strategic plan for advance in the Pacific. It was an attack of opportunity. Early in November, information was received that a large number of Japanese ships were concentrating in Rabaul harbor—constituting a potential threat to our recently established beachhead on Bougainville.

Far to the south *Essex*, with two other carriers and a half-dozen destroyers, was anchored peacefully in an Allied harbor, when during the night orders came to proceed to a point 75-100 miles off Rabaul and launch an attack. Augmented by two destroyers from the Solomons area, the ships made a not-too-formidable force for an attack on the then most important and strongest enemy base in the South Pacific.

At dawn on 11 November, nearly every plane of the *Essex* air group was on its way, with enemy combatant ships the primary target. Since the initial approach was undetected, some of the enemy ships had just reached the harbor entrance, some were getting underway, and many were still at anchor.

WHEN THE PLANES returned to the ship to rearm, and just as they were ready to launch for a second strike, there came the first indication that a large number of enemy planes were approaching the formation. Fortunately, all the *Essex* fighters and most of the fighters from the other carriers were airborne to repel the attack.

Over 125 enemy fighters, dive bombers and torpedo planes participated in the attack. Within the next 30 to 40 minutes *Essex* planes destroyed 42 enemy planes in the air in addition to 20 shot down over the target area. Ship's guns knocked down six more planes overhead. With the exception of avoiding searches of Japanese torpedo planes that night, retirement was made without incident. Except for a few men wounded and minor hull damage from near misses of Japanese bombs, *Essex* came through virtually unscathed.

The occupation of the Gilberts was a continuation of the initial amphibious operation in the Central Pacific which began with the U. S. occupation of the islands of Nanumea and Nukufetau in the Ellice Group in September 1943. As flagship, *Essex* was one of the several carrier task forces which supported the operations and her mission was to obtain control of the air and pave the way for the Marine landings by destroying installations and gun emplacements on the island of Bititu, Tarawa Atoll.

Planes from the *Essex* flight deck roared off into the morning darkness on 18 November to arrive over Tarawa on their first attack to strike Bititu Island. For several days before and during amphibious operations, *Essex* planes pounded the island under continuous attack. Night attacks by Japanese torpedo planes served to harass the ship during this period, but none of the planes scored with a hit.

OCCUPATION OF THE Gilberts proved a rough experience for *Essex*, for it was her first amphibious operation. Her air group made more than 700 individual sorties and dropped more than 300,000 pounds of bombs. These attacks served to literally pulverize the

above-ground installations on the island but did not eliminate the Japanese in their underground dugouts. Consequently, the island of Tarawa was bitterly defended, and became the site of one of the bloodiest battle scenes in the history of the United States forces in any war.

Training in amphibious operations which the *Essex* received in the Gilberts was of great assistance to the occupation later of Kwajalein in the Marshalls. The Kwajalein raid on 4 Dec 1943 was made as further protection for the occupation of the Gilberts and also served as a strike against the heart of the Marshalls' defense setup. With two carrier groups under Rear Admiral Purnell and *Essex* as the flagship, the approach was again made undetected.

The *Essex* group was launched before dawn and arrived over the target before the area was fully alerted. Four enemy fighters attempted to intercept but were shot down. Many more planes were observed on the ground, but since the primary target was enemy shipping, most of them were left undamaged. Many ships in the northern and southern parts of the lagoon area were sunk or severely damaged by *Essex* planes and planes from the other carriers.

Their objective accomplished, the task group began retirement early in the afternoon, but at sundown they were still within range of Japanese twin-engined bombers. The bombers made contact with the *Essex* group soon after sundown for an attack. For seven and a half hours enemy planes pressed attacks in the longest sustained night torpedo attack of the war. *Essex* men were forced to remain at battle stations until noon the next day—almost 24 hours after starting the attacks on the atoll.

Essex came through again without sustaining damage from the enemy. However, on 20 November, 15 *Bettys* (twin-engined bombers) attacked the group at about 1800. No hits were scored on *Essex*, but the light carrier *Independence* took one torpedo hit. The group retired to Pearl Harbor for availability, replenishing and rearming.

ESSEX SORTIED FROM PEARL HARBOR on 16 Jan 1944 to participate in the occupation of the Marshalls. This was the second amphibious operation for *Essex*.

The traditional good luck of the ship continued, and again by carefully selecting and timing the approach, the task group surprised the enemy with attacks on Roi and Namur Islands of Kwajalein Atoll in the pre-dawn hours of 29 January. So devastating were the initial attacks that by noon that day every enemy plane in the air or on the ground at the strongest Japanese base in the Marshalls had been destroyed by the planes from the carriers. For the next two days before the landings on Roi and Namur, the planes swept over the targets and reduced the Japanese installations to heaps of dusty rubble.

Troops went ashore 1 February and airborne spotters communicated with the tanks on the same radio frequency. The informality of the talk was some of the best entertainment the ship had. It gave the carrier men a play-by-play account of the ground forces in action and it was more interesting than any football game. When it was officially announced that the area was captured, the major striking force retired from the area.

Following the Marshall Islands occupation, *Essex*

CIVIL SERVICE—Second *Essex*, an ironclad center wheel steamer, fought on the Mississippi during the Civil War.

joined other ships to form the most formidable carrier striking force thus far assembled in the history of U. S. naval warfare. It was 16 Feb 1944, and the sky around the carriers was droning with planes launched for the attack on Truk. Well over 100 planes were airborne and on their way to the target before the enemy had any idea of what was going to hit them during the next day and a half.

THE TRUK RAID was a severe blow to enemy support forces in the South Pacific, and helped make more secure our advance in the Central Pacific as well as precipitate a shakeup of the Japanese high command. Attacks from *Essex* planes continued until noon on 17 February, when high speed retirement was begun without incident. The night before had been more exciting as torpedo planes attacked the disposition from nine until midnight.

Truk-based ships had been supplying the South Pacific for many months with planes, men and material for the defense of the Japanese-held islands. Strike after strike was launched until noon of the second day. Planes were refueled and rearmed immediately upon their return from each flight, and they made their final return just before dark. Not once during daylight hours was any U. S. ship brought under attack. The *Essex* air group destroyed 36 enemy planes in the air and many more on the ground, sank four ships and damaged 24 others by bombs, torpedoes or strafing.

With the chance to knock out another link in the supply line to the Central and South Pacific, *Essex* and another carrier striking force started for the Marianas

COOL IT—Snow covers *Panther* jets and Navyman aboard *Essex* as weather halts operation against enemy in Korea.

WELCOME—Battle veteran *USS Essex* holds open house for over 27,000 visitors while in San Francisco in 1956.

as soon as the ships could be refueled following the attack on Truk. Early in the afternoon of 21 February, an enemy search plane popped out of a cloud formation close enough to see our attacking force spread out across the sea below. This meant that the element of surprise was removed from the raid on Saipan and for the first time in seven attacks, *Essex* would have to fight her way toward the launching point.

SHORTLY AFTER SUNDOWN that night enemy attacks sent the ship to general quarters, and with the exception of short intervals as the night progressed, enemy planes attacked until well after daylight the next morning. Throughout the night and even during launching in the early morning light, Japanese planes attempted to get through the fire put up by destroyers of the screen. By morning, 13 enemy planes had been sent crashing into the sea.

With sunrise, the remaining planes either withdrew or were destroyed by the fighter planes, and *Essex*, with other carriers, launched aircraft for the attack. *Essex* planes concentrated on the airfield at Saipan, the principal Japanese base in the harbor. Planes from the other carriers covered Tinian and Guam. Most of the enemy planes were destroyed on the ground and the few that took off over Saipan were promptly shot down. Two strikes were launched during which the Japanese air facilities were so completely smashed that not a single plane disturbed a quiet withdrawal from the area.

Essex set her course for Majuro on 23 Feb 1944, and after a short stay of two days, departed for drydock at Hunter's Point. This was the only occasion on which *Essex* had her bottom looked at in drydock from her commissioning until the end of the war.

ON DECK—Carriermen fight fire during action in WWII.

A task group consisting of the carriers *Essex, Wasp* and *San Jacinto,* with five cruisers and 12 destroyers, conducted strikes against Marcus on 19-20 May and against Wake Island on 23 May. The primary objective of this operation was to destroy enemy aircraft and installations and to destroy enemy shipping in the area. An important secondary objective was to afford combat experience to new air groups in all three carriers.

THE NEXT OPERATION in which *Essex* participated was in support of the occupation of the Marianas—an action which lasted from 6 June until 13 August, interrupted for a brief period of replenishment. In all, 3078 sorties were flown. Attacks were launched against the Marianas and Bonins, as well as Japanese shipping. During these two months the air group destroyed 104 planes in the air and 136 on the ground or in the water, sank 22 ships and probably sank or damaged an additional 38 ships. This was in addition to damage inflicted on land targets and in close support of landing operations.

Task Force 38, of which *Essex* was a part, sortied on 29 August to participate in the operation against Palau Islands. The planes anticipated extensive operations against the Japanese air force, but early elimination of enemy airborne opposition in Mindanao and the evacuation of almost all of the enemy operational aircraft made it possible to shift the weight of the attack to anti-shipping and provide sweeps as far north as Manila Bay, where considerable enemy shipping was destroyed.

BETWEEN 10-14 OCTOBER strikes were launched against Nansei Shoto, Formosa and the Philippine Islands, culminating in strikes which virtually annihilated the remaining shipping in Manila Bay. It was a resounding climax to the second battle of the Philippine Sea. In little over a month, a total of 138 planes were destroyed in the air and 117 on the ground, while the Japanese ships were pounded to the tune of five warships sunk and 22 other ships following them to the bottom, while a total of 71 other ships were probably sunk or damaged.

Over the loudspeaker the supply officer acted as battle announcer and on 12 October the below decks personnel could visualize twilight fighting from words like these:

"*Four raids coming in . . . nearest on port quarter 18 miles. AA opens up on port quarter—it's heavy! Oh, there's a* Betty *burning . . . tremendous fire. Raid over 38.2, port quarter. AA fire port quarter very heavy. Another* Betty *down. Three of them. Another raid on starboard bow 14 miles. AA astern of us straight up in the air. They're all over the place now.* Essex *is about to open fire.*

"*This is the sixth performance for the* Essex *on these night shows and it's the darkest night yet—and getting darker by the minute. So don't get excited about it. There are night fighters in the air trying to break off this raid. So far night fighters from the* Independence *have splashed five* Bettys. *They're dropping flares now, just dropped two off our port quarter . . .*"

And so it went, into the night.

The task force sortied from Ulithi on 22 November to launch strikes east of Luzon to ferret out and destroy the remnants of the elusive Japanese air force in the northern Philippines. Air Group Four, operating on its first combat mission from *Essex* on 25 Nov 1944, destroyed nine planes in the air and six on the ground.

FIGHTING FRIGATE—*Essex* and prizes fill harbor at Marquesas Islands as Captain Porter refits during War of 1812.

IT WAS AT THIS TIME that a suicide *Judy* dive bomber sneaked in close to *Essex*, skimmed along a flight deck loaded with planes fully fueled and armed to take off on a strike. The suicide pilot crashed his plane on the port edge of the flight deck in a simultaneous explosion and billow of flame which killed 15 and wounded 44 men as it obliterated a gun mount.

Fire fighting and damage control localized the damage and repair parties had the flight deck back in operation in exactly 30 minutes. *Essex* later received more permanent repairs.

In December, *Essex* was a part of the Third Fleet which launched strikes against Luzon in support of the occupation of Mindoro; and in preparation for the landing in Lingayen Gulf, strikes were launched against Formosa, Sakishima Gunto and as far north as Okinawa Gunto, as well as airfields on Luzon.

In January 1945, air facilities and shipping on the island of Hainan and along the China coast from Swatow to the Luichow Peninsula, including the Hong Kong area, were the targets.

In February, Tokyo itself, and Iwo Jima.

During March, *Essex*, along with a vast armada of ships, prepared for an operation which was to bring the Pacific campaign to a great climax—the Okinawa campaign. For 79 days between 14 March and 1 June, the ship was constantly at sea, setting what may be a record for participation in sustained and intense combat. Air Group 83 flew 6460 sorties during which they expended 1041 tons of bombs, and well over a million rounds of 50 caliber ammunition. *Essex* knocked down many planes as near misses splashed down near her.

TO BRING THE WAR TO A RAPID CLOSE, Task Force 58 struck in great force at Tokyo on 10 July and on 14-15 July pounded Hokkaido and Northern Honshu. By 18 July the planes were bombing the Tokyo area again and the Kure Naval Base took a battering on 24, 25 and 28 July before the bombs rained down on the Tokyo area for the third time on 30 July. In August, the Japanese Empire surrendered.

During this period—2 July to 15 August—*Essex* planes flew 2595 sorties and, in addition to sinking approximately 24,300 tons of Japanese merchant shipping, damaged the battleship *Nagato*; a *Tone*-class heavy cruiser plus another unidentified heavy cruiser; a *Kuma-Natori*-class light cruiser; the escort carrier *Kaiyo*; the minelayer *Tokima*; three destroyers and five destroyer escorts. With the cessation of hostilities, target sorties became routine flights and defensive combat air patrols continued to be flown until 13 September.

She was placed out of commission in reserve at Bremerton on 9 Jan 1947.

ON 15 JAN 1951, *Essex* was recommissioned at Bremerton to rejoin the Pacific Fleet. A 40-million dollar modernization job added several hundred more tons to her original 27,000, gave her a new flight deck 888 feet long, and a redesigned, streamlined island superstructure.

In August, the 30,800-ton flattop arrived in Korean waters to operate with Task Force 77. During this, her first Korean tour, some 6600 combat sorties were launched from her flight deck. She also became the first carrier to launch the F2H *Banshee* twin-jet fighter on combat strikes.

Pilots of Air Group Five, operating from *Essex*'s flight deck, destroyed more than 1800 communist troops, and destroyed or damaged at least 640 sections of rail track, 80 highway bridges, 870 buildings, and 1218 rail cars.

On the night of 16 Sep 1951, a *Banshee* crashed through the barriers and drove on into a group of respotted planes forward on the flight deck. There was an explosion as gasoline fire swept the flight deck. The fire was soon under control but not without taking its toll of seven men.

During this cruise, *Essex* served as flagship of Commander Carrier Division One and Commander Task Force 77. The carrier ended her first Korean tour when she returned to San Diego on 25 Mar 1952.

After leave periods, *Essex* again returned to Korean waters. She steamed 72,000 miles during this second battle tour. During the three and one-half months of this cruise, her planes unloaded 31,000 tons of bombs and rockets and more than a million rounds of machine gun fire on enemy forces.

Essex returned stateside in February 1953, for a rest and several months of alteration, repairs and overhaul.

In December, *Essex* returned to her third tour of duty in the Far East since her recommissioning. This time there was no fighting involved, as a cease-fire had been signed in Korea. After three months of operations with the Seventh Fleet *Essex*, along with other carriers and supporting ships of Task Force 77, took part in the Tachen Islands evacuation in Formosan waters. She was later to be the first aircraft carrier to visit Thailand since World War II.

After another Far East tour, she was modernized with an angled deck, a hurricane bow and a second deck-edge elevator.

She is still on active duty as an ASW support carrier.

TAFFRAIL TALK

WHEN MOST NAVYMEN enter the Fleet Reserve, they are piped over the side between rows of Navy sideboys, but for Jose B. Panganiban, SD1, USN, there was a departure from tradition when he left Joint Task Force Two at the Sandia Base near Albuquerque, New Mexico.

Joint Task Force Two is an all-service test unit, and Panganiban's sideboys were mostly from the Army and Air Force. In addition he was bid a fond farewell by some very high brass.

While at Sandia, Panganiban had served under Rear Admiral Thomas J. Walker, USN, who couldn't be present for the ceremony. However, Major General George S. Brown of the Air Force was happy to stand in for the admiral with an assist from Brigadier General Howard E. Michelet of the Army.

★ ★ ★

A note on the younger generation:

Last summer, Lane K. Ellis, HM2, a mover-of-men, and his peers of Moffett Homes, Moffett Field, Calif., hit upon a way of keeping their small fry occupied during the hot summer days and, at the same time, making their neighborhood more attractive.

We don't know how they did it, but they managed to organize the kids into a paper-picking, butt-sniping, bottle-snatching cleanup squad that actually enjoys its work. (We suspect that someone received a snow job along about here.)

Anyway, the junior white-wings regularly scour the lawns and walkways of the development with a zeal greater than that of professionals.

Once a month an ice cream bash is held for the tots who compete to see who can pick up the most trash.

★ ★ ★

What has a 30-foot beam and horns 18 foot long? A corpulent Beelzebub? An oversized goat? A dilemma? No, it's USS *Butternut* (AN 9).

Butternut, which also has a superstructure reminiscent of a Rube Goldberg invention, is the sole survivor of her class on the West Coast. She recently celebrated her birthday which, claims her crew, makes her the third oldest in the U. S. Navy on active duty with a record of continuous commissioned service.

Nowadays, *Butternut* is seen mostly around Long Beach. During World War II, however, she saw an unusual amount of service in the Pacific where she laid and maintained antisubmarine and antitorpedo nets at most of the major Fleet anchorages.

In addition to her net-tending duties, *Butternut* also towed ammunition barges and took part in salvage and mooring operations. After the war, she did a tour off Iwo Jima and saw duty in the Marianas.

Before she returned to the United States, she had counted 10 years, two and one-half months in the Pacific area.

In 1957, she was assigned to the operational control of the U. S. Naval Ordnance Test Station (NOTS), China Lake, in support of the *Polaris* program at San Clemente Island.

New under the administrative control of ComEleven, *Butternut* still works for NOTS, assisting its Pasadena Annex and the Long Beach Sea Range Section in the test and development of ASW weapons. Despite her age, *Butternut* is ready for any job assigned to her.

The All Hands Staff

The United States Navy
Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

● **AT RIGHT:** HOT SHOT—Deck-edge catapult operator gives the 'ready-to-fire' signal to the catapult officer while launching aircraft from the attack aircraft carrier USS Coral Sea (CVA 43).—Photo by LTJG M. J. Perez, USN.

HURRICANE HUNTERS: NAVY WEATHER SENTINELS